

Managing Director



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MASON'S
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No. 22,109 號九零百壹千貳萬第 日廿月肆年巳己

HONG KONG, WEDNESDAY, MAY 29, 1929. 叁拜禮 日玖廿月伍年九廿百九仟壹英

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after April 8th, 1929, until further Notice (all previous Time Tables cancelled.)

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Kowloon Dep.	6.40	8.05	9.30	10.55	12.20	1.45	3.10	4.35	6.00	7.25	8.50	10.15	11.40	1.05	2.30	3.55	5.20	6.45	8.10	9.35	11.00	12.25	1.50	3.05
Yanmaten Dep.	6.49	8.14	9.39	11.04	12.29	1.54	3.19	4.44	6.09	7.34	8.59	10.24	11.49	1.14	2.39	3.64	4.89	6.14	7.39	8.64	9.89	11.14	12.39	1.54
Shatin Dep.	7.01	8.26	9.51	11.16	12.41	2.06	3.31	4.56	6.21	7.46	9.01	10.26	11.51	1.26	2.51	4.06	5.31	6.56	8.21	9.46	11.01	12.26	1.51	3.06
Taipei Dep.	7.15	8.40	10.05	11.30	12.55	2.20	3.45	5.10	6.35	7.60	8.85	10.10	11.35	1.20	2.45	4.00	5.25	6.50	8.15	9.40	10.65	11.90	13.15	2.40
Market Dep.	7.20	8.45	10.10	11.35	13.00	2.25	3.50	5.15	6.40	7.65	8.90	10.15	11.40	1.25	2.50	4.05	5.30	6.55	8.20	9.45	10.70	11.95	13.20	2.45
Fanning Dep.	7.30	8.55	10.20	11.45	13.10	2.35	4.00	5.25	6.50	7.75	9.00	10.25	11.50	1.35	3.00	4.15	5.40	7.05	8.30	9.55	11.20	12.45	14.00	2.55
Shung-shui Dep.	7.35	9.00	10.25	11.50	13.15	2.40	4.05	5.30	6.55	7.80	9.05	10.30	11.55	1.40	3.05	4.20	5.45	7.10	8.35	9.60	10.85	12.10	13.35	2.50
Shum-chai Arr.	7.41	9.06	10.31	11.56	13.21	2.46	4.11	5.36	6.61	7.86	9.11	10.36	12.01	1.46	3.11	4.26	5.51	7.16	8.41	9.66	10.91	12.16	13.41	2.55
Canton Arr.	12.05	1.30	2.55	4.20	5.45	7.10	8.35	9.60	10.85	12.10	13.35	14.60	15.85	17.10	18.35	19.60	20.85	22.10	23.35	24.60	25.85	27.10	28.35	29.60

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 M.	No. 1 P.M.	No. 2 P.M.	No. 3 P.M.	No. 4 P.M.	No. 5 P.M.	No. 6 P.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 M.
Canton Dep.	6.10	7.35	9.00	10.25	11.50	13.15	14.40	16.05	17.30	18.55	20.20	21.45	23.10	24.35	25.60	26.85	28.10	29.35	30.60	31.85	33.10	34.35	35.60	36.85
Shum-chai Dep.	6.17	7.42	9.07	10.32	11.57	13.22	14.47	16.12	17.37	19.02	20.27	21.52	23.17	24.42	25.67	26.92	28.17	29.42	30.67	31.92	33.17	34.42	35.67	36.92
Shung-shui Dep.	6.25	7.50	9.15	10.40	12.05	13.30	14.55	16.20	17.45	19.10	20.35	22.00	23.25	24.50	26.05	27.30	28.55	30.10	31.35	32.60	33.85	35.10	36.35	37.60
Fanning Dep.	6.30	7.55	9.20	10.45	12.10	13.35	15.00	16.25	17.50	19.15	20.40	22.05	23.30	24.55	26.10	27.35	28.60	29.85	31.10	32.35	33.60	34.85	36.10	37.35
Taipei Dep.	6.40	8.05	9.30	10.55	12.20	13.45	15.10	16.35	17.60	18.85	20.10	21.35	22.60	23.85	25.10	26.35	27.60	28.85	30.10	31.35	32.60	33.85	35.10	36.35
Market Dep.	6.45	8.10	9.35	11.00	12.25	13.50	15.15	16.40	17.65	18.90	20.15	21.40	22.65	23.90	25.15	26.40	27.65	28.90	30.15	31.40	32.65	33.90	35.15	36.40
Shatin Dep.	6.55	8.20	9.45	11.10	12.35	14.00	15.25	16.50	18.15	19.40	20.65	21.90	23.15	24.40	25.65	26.90	28.15	29.40	30.65	31.90	33.15	34.40	35.65	36.90
Yanmaten Dep.	7.05	8.30	9.55	11.20	12.45	14.10	15.35	16.60	17.85	19.10	20.35	21.60	22.85	24.10	25.35	26.60	27.85	29.10	30.35	31.60	32.85	34.10	35.35	36.60
Kowloon Arr.	6.17	7.42	9.07	10.32	11.57	13.22	14.47	16.12	17.37	19.02	20.27	21.52	23.17	24.42	25.67	26.92	28.17	29.42	30.67	31.92	33.17	34.42	35.67	36.92

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WHAT HAPPENS WHEN A MACHINE "LOOPS."

Case Shank, who once held the loop-the-loop record, tells in *Modern Mechanics* (Minneapolis), how to perform all kinds of aerial "stunts," and tells in the peculiar "argot" affected by aviators, which now almost rivals the verbal technique of baseball. Writes the pilot:—
"First let's take a look at the different tricks of air acrobatics. I'll tell you about the loop, the Immelman, the history of each, and what they are good for. Then we can slide along and see how they are done."
"To begin with, let's look at the loop. I can speak with a little authority on this, because I set the first real honest-to-goodness quantity-measure loop-the-loop record last year. Went up one afternoon in a Waco nine. OX5 motor, and slid around the inside of the barrel till I ran out of gas. Being in the condition of the motor, I decided not to loop any more, and came down. About 561 times—that's what they told me. I lost count."

Not Difficult.

"This looping stunt isn't difficult after you get used to it. It is a good war-time and military maneuver, and holds the crowds breathless at county fairs. I guess they figure you will spill out and get badly scattered as you go over the top. But loops to the fellow who is doing 'em are pretty much like straight fling. The world seems to go around, and around, crazy-like, while you just bat along as though you were pretty much flying straight away."
"To loop, the ship is dived to gain speed. At the same time it is dived, the motor is cut so that it does not speed up measurably. Then, as the stick is pulled slowly away back, the motor is gunned wide out. When the world is standing upside down, the gun is cut to little better than idling speed. The stick is straightened up a bit, so that when she regains diving speed you will have something left to pull her back with."

"The main idea is to keep the wings level and the ship looping in a true circle instead of as along a screw thread. Not so hard."
"The outside loop is an angel-maker if there ever was one. I have even fellows try to do it, and I have tried it myself, but you can't try it with a ship which is very stable like a Waco or a Jenny or a Standard. For one thing, the normal wing-loadings are reversed. You throw all the stress on the landing-wires, which are only single. The only thing which will throw you around the loop is speed and plenty of it. Given speed and only one set of wires to carry a reversed load, and the wings of the most ships would be near the crushing point. Stay away from the outside loop until you own a Curtiss Hawk, or something with non-bustable fighting wings on her. Then, with plenty of nerve, and about 2,000 air-hours' skill behind you might get by with it."

The Immelman Turn.

"Now for the Immelman turn. Old man Immelman was a German ace, who preceded most of the now-famous flyers. How he came to in-

vent his Immelman turn, which is now being sadly corrupted by calling it a wing-over turn, is hard to imagine. I doubt if he deliberately invented it. He probably got caught in a hot-box during some engagement, and found he had to go some place in one sweet heck of a hurry or get peppered."
"It is the turning maneuver par excellence, and was used to fool the enemy by a quick reversal of direction."
"It is started by a light dive, when the engine is throttled so it will not speed up much. Then it is gunned for all it is worth, and the ship slowly jerked into the first half of a loop. Doesn't matter which way the ship is rolled over, but if you roll it the opposite way the prop is turning, it will come over quicker. The trick is to get her right side up while you have flying speed, just before she stalls upside down. To do this, you will have to start sticking her over when you are about one-third up the loop, so she will be right side up with care when the burble point is reached—which it shouldn't be. That is, the burble point, or a stall, should never happen, or come to pass. The ship should sort of spiral up the half of the loop, coming out at the top half in normal flying position, going the other way from what it was when the turn started."

A Trick for the Books.

"However, you ain't seen nothin' till you've 'barl' rolled. That's a trick for the books!"
"The roll is started when you have gained plenty of fling speed in a gentle glide with the motor all kept that way. Then the rest of the trick lies in keeping the ship in the line of fling. The tendency will be for the tail to whip, and you will have to diddle the rudder and the elevator to keep the old mill banging along a direct path."
"A variation of the roll is the falling leaf, so called because that's what it looks like to observers on the ground. The ship is sort of stalled, and as it falls, the wings are whipped from side to side, with the line of flight normal. It is like the barrel roll, except that the roll is never completed. The plane swings back and forth like a crazy pendulum."
"Then there is the ordinary zoom, the stall, and the nose dive, side slip, and tail spin yet to cover."

"All but the last are simple as pie. The zoom is merely a sort of a hedge hop. You use up the excess speed and energy stored up from a dive to kite the old wagon skywards again. Only don't make the mistake of trying it too fast too near the ground. Early in the Pulitzer series of races an Army captain dove for the starting line, planning to jerk the ship out of the dive, and scuttle along with screaming speed for the finish line. "He got fooled. The wings bit all the air they could chew—they carried their maximum load and held, but the plane was a powerful, heavy one, and small. The wings slid through the air, carrying full load, which was not enough

to stop all the energy which had been stored by the dive."
"Blotto for the Captain."
"The result was blotto for the captain. A few minutes later he was flatter than a pancake stepped on, and his friends were picking him up on blotting paper. If that had happened higher up, the speed would have been finally damped out, the wings would have caught hold and, instead of churning through solid air to the ground, helpless and hapless, the captain would probably be flying to-day, as all careful pilots are."
"Nose dive? Nothin' to it! These ten-thousand-foot dives with power full on were myths of the War. The ship couldn't have been pulled out of such a dive, for the flying wires would have pulled through the flimsy spars that War-time ships were powered with. But there's no pilotin' needed in a nose dive, except to pull her out of it gently, and to throttle the engine so it won't throw a con rod or the prop."

"Side slip! Best little altitude killer known when coming in for a landing. Nose dives are faster, but they give you speed which you can't kill, and you are apt to overshoot the field."
"Tail spins are a subject in themselves."
"Tail-spinning has often been called nose-spinning, which is really more accurate, but as in the case of the Immelman, usage has leaned to the descriptive side rather than to the accurate technical side."
"Tail-spinning is safe enough if done at great height, and is decidedly the quickest way of losing altitude without gaining too much speed. It requires very great skill, but there is much confusion between nose-spinning and 'spiral dives.'"

Height Required.

"Tail-spinning is primarily a rotation on an axis, not in line with the body, but passing through the nose, merely causing the side pressure at the front is the air force causing the spin. But this movement is quite distinct from a cork-screw twisting of the airplane on its own axis, due merely to rolling the wings and over end. Some ships will go into a spin just after a stall with the engine on, and will come out by shutting off the engine."
"A dangerous feature of spinning comes in where there is too much side-fin surface in front of the centre of gravity, as this stiffens the airplane, making it harder to get out. As a rule, ships with long tails will come out of a spin easily. Short ships spin readily."

"As a matter of fact though, the airplane can be brought out of the spin or any of these positions by merely bringing all controls to neutral, and just holding them there courageously for a definite time. Then, by pushing forward into a diving position, and holding them there for a length of time to regain air control on the flaps, the ship can be flown out of her predicament."

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Diary of Coming Events.

To-day.
(May 29.)
Queen's Theatre: "Diamond Handcuffs."
World Theatre: "Becky" (at 8.15 and 9.30) other houses Chinese Picture "The Phantom Palace."
Star Theatre: "The Divine Woman."
Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel, 8.30 p.m.
European Mails:—Outward: Europe via Siberia (Sarpodon), 8 p.m.
Thursday.
(May 30.)
Tai Hong Steamship Co. (In voluntary liquidation) meeting of creditors' offices of Messrs. Russ & Co., 2.30 p.m.
Queen's Theatre: "The Three Passions."
World Theatre: "Becky."
Star Theatre: "The Divine Woman."
Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel, 8.30 p.m.
Friday.
(May 31.)
Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.
Property Auction: Nos. 62 to 68, Queen's Road Central, and 19 and 20, Stanley Street, China Auction Rooms, 3 p.m.
Queen's Theatre: "The Three Passions."
World Theatre: "A Kiss for Cinderella."
Star Theatre: "Drums of Love."
Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel, 8.30 p.m.
Saturday.
(June 1.)
Golf:—Captain's Cup, Fanning. Tennis:—"A" Division: M.B.K. v. South China, Kowloon C.C. v. Hong Kong C.C., Recreation v. Chinese R.C., University v. India R.C. "B" Division: Kowloon C.C. v. M.B.K., Nippon v. Hong Kong C.C., Chinese R.C. v. R.E. and R.C., South China v. University, Y.M.C.A. v. Indian R.C. "C" Division: R.A.O.C. v. Civil Service, Chinese v. Craigengower, Indian R.C. v. R.E. and R.S.
Bowls:—Division I: Civil Service v. Police, Kowloon C.C. v. Kowloon Dock, Kowloon Bowling Green v. Craigengower, Recreation v. Taikeo. Division II: Craigengower v. Bowling Green, Yacht Club v. Civil Service, Taikeo v. Recreation, Hong Kong Electric v. Kowloon C.C.
Queen's Theatre: "The Three Passions."

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TYRES AND THE MAN.

A number of home truths for motorists were tellingly put by Mr. W. H. Paul, F.I.R.I., Technical Director of the Dunlop Rubber Co., Ltd., in an informative paper read before the members of the Institute of Automobile Engineers, which is now available in booklet form.

The maker does not supply a complete pneumatic tyre, says Mr. Paul. He supplies a cover and a tube, and it is the user who supplies the vital column of compressed air which carries the load, provides the yield and recovery to cushion the car and gives that rigidity to a flexible cover through which the engine power can be transmitted to the road.

"If we could imagine," continues Mr. Paul, "cars being delivered without springs—the user being left to provide a spring of suitable strength—no one would be surprised at a collapse if a spring of only half the proper strength were fitted. There is no more reason for surprise at the collapse of a pneumatic tyre carrying only half the proper inflation pressure."

As regards the power consumption of tyres, Mr. Paul states that each portion of the tyres of a car travelling along a road at 30 miles an hour is compressed and released about six times per second. Five-inch high pressure tyres fitted to a large car running at 30 miles an hour consume 7.2 h.p.; 6.75 in. balloons on the same car consume 11.0 h.p. at the same speed; at 25 miles an hour the four tyres of a light car consume about 1.8 h.p. if the tyres be 31 in. high pressure inflated to 40 lbs., and 2.4 h.p. if they be 4.40 in. at 25 lbs. Under normal conditions the power losses in the tyres represent about 30 per cent. of the total energy losses in the whole car.

"The tyre maker," states Mr. Paul, "has no reason to be ashamed of the progress in tyre manufacture, for tyres have been made which have stood up to speeds of over 200 miles per hour, to 180 miles in one hour, to 274 miles in twenty-four hours. There is still the greater test of providing at least 145 million tyres for cars in current use operating under every conceivable kind of condition all over the world."

UNIQUE ROYAL CAR.

THE KING'S LATEST PURCHASE.

The rapidity of King George's recovery from his serious illness is well indicated by the purchase of three new motor-cars for the Royal Household, the first of which have been bought for five years.

One is a grey saloon. The second is a new brougham in Royal red and scarlet, for use in London when the King and Queen pay private calls, or by the King when going out to dinner.

But the most interesting of the three, all of which are of British design and make, is a six-wheeled saloon which will now replace the pony traps hitherto used for taking the King's shooting parties across the moors.

After his long illness, when, for a time, he will be unable to do much walking, the King himself will use this car for visiting his model farms and dairies. It has been made to travel over rough ground which no ordinary car could tackle, but instead of a "caterpillar" tractor the six wheels are fitted with strong Dunlop pneumatic tyres.

A novel feature is a second speedometer within the saloon to allow both the King and Queen to watch the speed at which they are travelling.

A special staff of mechanics will tend the three cars at Buckingham Palace. Part of their work is to remove scratches found on the paint-work when the Royal cars return to the Mews, marks which are often the result of people putting their initials, or even their names, there in the hope that the world at large may know that they have been so near the King of England.

FATALITY NEAR COWRA.

Cowra.—A motor-car driven by Alfred Simson skidded and overturned resulting in fatal injuries to a passenger, Mr. P. Callen, 33, married, of Lockhart, who died shortly after his admission to a private hospital at Woodstock.

The driver also was injured, but he is recovering.

MOTOR NOTES

A RING ROAD FOR LONDON.

ELEVATED HIGHWAY FOR TRAFFIC ROUND THE METROPOLIS.

What London is suffering from today, remarks *The Motor*, is not only an abnormal growth of traffic but the persistent attempt to accommodate that traffic in thoroughfares that were never planned for it. London is a city of streets plotted haphazard at a time when road transport as we know it today was never visualized. It began to get bad during the closing stages of the horse-drawn vehicle era; it has grown steadily worse ever since the advent of the motor, and it will grow increasingly worse unless the matter is grappled seriously.

Our contemporary publishes a special article by Mr. Mervyn O'Gorman, in which a definite idea of a ring road round London—elevated if practicable—is put forward. This ring road is so planned as to encircle the ten terminal railway stations and many of the great road termini from which at present masses of persons and traffic emerge and endeavour to find their ways by labyrinthine thoroughfares across London to various destinations.

The plan which accompanies the article shows at a glance how this ring road would relieve the ordinary tortuous traffic routes of an enormous amount of congestion. When it is remembered that the object of every one-way traffic centre is to facilitate and speed the flow of vehicles (even in a place like Hyde Park Corner, where the 10-mile limit sign now constitutes a hollow mockery) the advantage of this ring road will be sufficiently obvious. Traffic on it would flow freely and without obstruction, and if the distance to any one spot were a little greater the freedom of movement would adequately compensate for it.

THE RESPONSIBLE AGE.

I think it is a pity, writes "Carbon" in *Motor Cycling*, that Mr. Herbert Stancer, the very capable secretary of the C.T.C., should have told the House of Lords Select Committee that no one under the age of 18 ought to be given a driving licence. The interest that Mr. Stancer represents lives in a glass house, and the secretary should not indulge in stone-throwing; if boys may not ride motorcycles until they are 16, then somebody will propose that they should be forbidden bicycles. The errand boy and his cycle are one of the proverbial menaces of the road, and it is quite on the cards that one day legislation will come along to restrict the activities of the youthful cyclist.

FABRIC BODIES.

Just now fabric bodies appear to be becoming popular; to a certain extent they save the owner-driver work, in that he has no body to polish; on the other hand, fabric requires occasional cleaning. The idea, of course, originated in France, after the War. The French roads were in a very bad state after five years of war, and so manufacturers were casting about for a better method of springing. M. Weymann conceived the idea of building a wooden frame with flexible joints, thus getting lightness as well as easy riding.

Now the only thing that he could find to allow a little movement in the body was fabric. As the Vogue spread motorists found that the fabric wore well and required very little looking after. English manufacturers stretched fabric over an ordinary wooden framework. They thus obtained the appearance of a Weymann body without the structural differences. This type is known as a Fabric Body, and nearly every maker includes a model in his range. Some of the nicest looking bodies are those on the new Arrol-Aster Six-Cylinder and "Straight-Eight" models. Their sloping windscreen, low bodies and curved rear quarters give them an appearance of great distinction; and the interiors are as comfortable as they look.

THE FOREIGN SECRETARY'S CAR.

A 20 h.p. Humber Landulette was the choice of the Right Hon. Sir Austen and Lady Chamberlain when selecting a new car upon their return from abroad. This car was supplied by Messrs. Rootes, Ltd., from their Devonshire House show-rooms.

SHE'S A MODERNIST!

Blinks: "We have to disconnect our phone at night."
Jinks: "What's the idea of that?"

Blinks: "Our daughter is a somnambulist, but instead of walking in her sleep she goes to the phone and calls a taxi."
"Contact," in *The Motor*.

CONTRIBUTION TO MUNICIPAL MOTORIZATION.

There can now be but little excuse for a municipality to be behind the times in the adoption of modernized means for the many branches of its work for which motor vehicles and appliances can be utilized to advantage. The British manufacturers of municipal motors have made remarkable advances during the past year or so, and that this is being realized, not only at home, but abroad, is proved by the steadily increasing demand for British products experienced in the latter direction, and for such divergent articles as refuse collectors, fire-engine and road rollers.

Financial stringency has hitherto been the chief excuse here for the retention of ancient but un-honoured methods and means, but there is now little reason, says *The Commercial Motor*, why this should be the case, for the sacrifice in cleanliness and efficiency has not really effected a monetary saving. The motor vehicle and appliance—and in this term we include petrol, steam and electric machines—have been developed to such a high degree of perfection that their operation does not involve extra expenditure except in prime cost, and in many instances that is soon covered.

WIRELESS LESSONS FOR "JAY-WALKERS."

"Jay-walkers" are still as numerous as ever, says *The Light Car and Cyclecar*, in putting forward a plan that the power of the microphone and the cinema should be increasingly used to educate the pedestrian. Safety-first principles are taught in our schools, with the result that the number of children involved in fatal accidents is steadily decreasing. Grown-ups, however, are sadly neglected in this direction and it is high time that greater efforts were made to establish contact with them on a matter of such vital importance. Could not the Ministry of Health, and donations to the National "Safety-First" Association, take a hand in the matter?

WILLYS KNIGHT CARS & TRUCKS.

SHOWROOM "DURO" MOTOR CO., LTD.
SERVICE STATION NATHAN ROAD, KOWLOON.
DISTRIBUTORS: GILMAN & CO., LTD.

FREE-WHEELING IN A CAR.

One of the most important motoring developments of recent years is the use of free wheels which not only save petrol, but definitely make cars easier to drive. Describing his first experience of a car with this fitting, a writer in *The Light Car and Cyclecar* says:

"To gain some idea of the sensation derived from driving a free-wheel car for the first time one must go back to the days when one changed over from a cycle with a fixed hub to a 'coaster'."

"Topping the brow of a hill the accelerator pedal is released in the ordinary way, but instead of the irritating noise caused by overrun the car gently shoots forward, silently and with increasing momentum until, at the dictate of caution, light pressure on the brake pedal reduces the gathering speed. Similarly, on the level, having attained a comfortable speed, one can coast for a surprising distance until it becomes necessary to pick up the drive again. To add to the enjoyment comes the reflection that there is a saving in petrol and oil, far less wear and tear of engine and transmission and the need for decarbonizing at far less frequent intervals."

"To the novice, however, the biggest boon that a free wheel confers is in the ease with which the gear lever can be moved from one notch to another, up or down, just as road conditions demand. Even those who profess that they love to 'master' a gearbox easily fall a victim to the spell of a free wheel; it makes car control such an effortless and lazy job!"

MAKING FOR POSTERITY.

A number of interesting facts were made public in the speeches at the last annual general meeting of Joseph Lucas, Ltd., held in Birmingham, when another year's highly successful trading was disclosed.

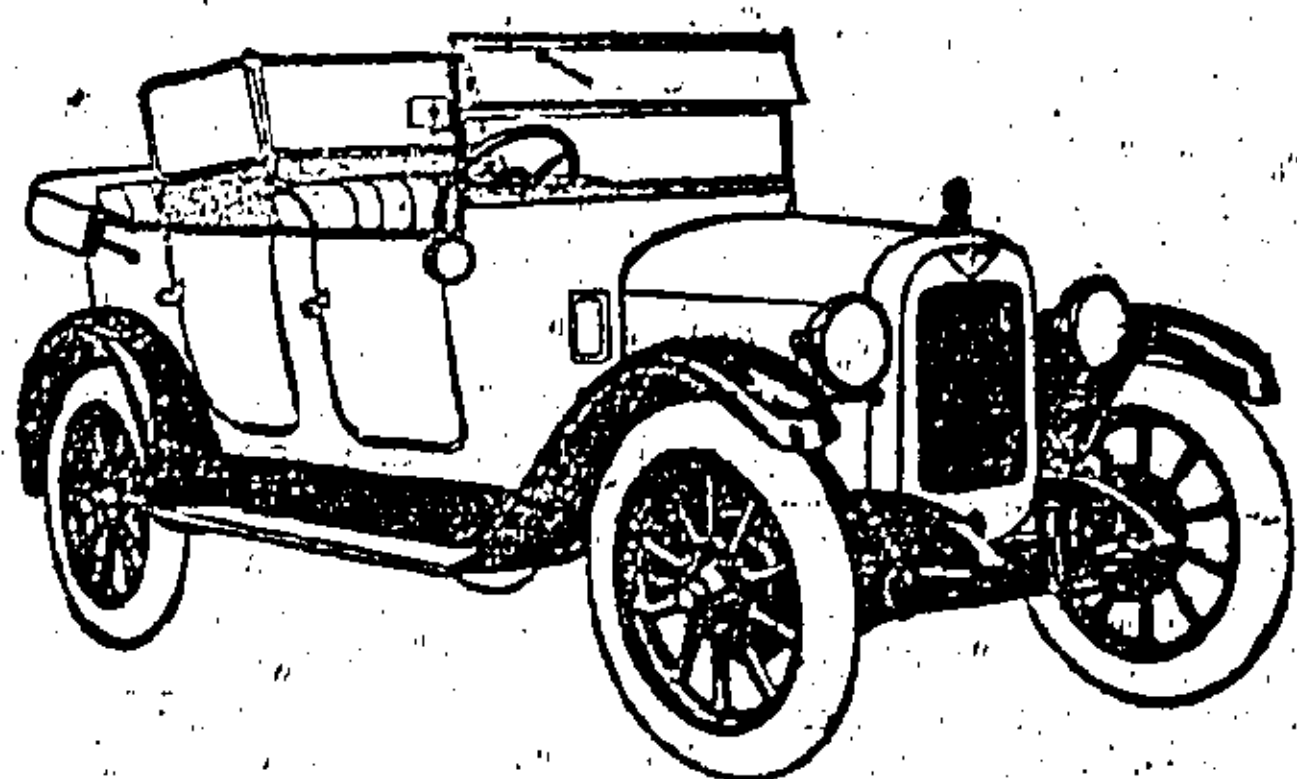
At the present time there are nearly 11,000 employees on the firm's pay roll, and at the height of the season the figure is even higher. Referring to the qualities of reliability and durability of Lucas products, Mr. Harry Lucas said they really did not know long some of their articles would last. There were many known cases of cyclists who would not part with their Lucas lamps and bells when they sold their old bicycles and bought new ones, and a few years ago it was found necessary to make a rule not to undertake repairs of things made before the beginning of the present century. Mr. Lucas added that his son recently bargained for one of the firm's old bells which he saw in use on a bicycle in Stratford, and which was made at least 40 years ago.

It is a long way from that bell, which was a success in its day, to the Lucas electric equipments now produced for motor-cars, but the same spirit, the determination to turn out only reliable and durable articles, has run right through and the entire staff is filled with the importance of maintaining the Lucas tradition under all circumstances.

The range of products varies from a 2s. cycle lamp to high-powered Rolls-Royce projectors at nearly £30 a pair, from a small ammeter to a starting motor capable of starting a 500 h.p. tank engine.

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is the time
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ALWAYS ON TIME!

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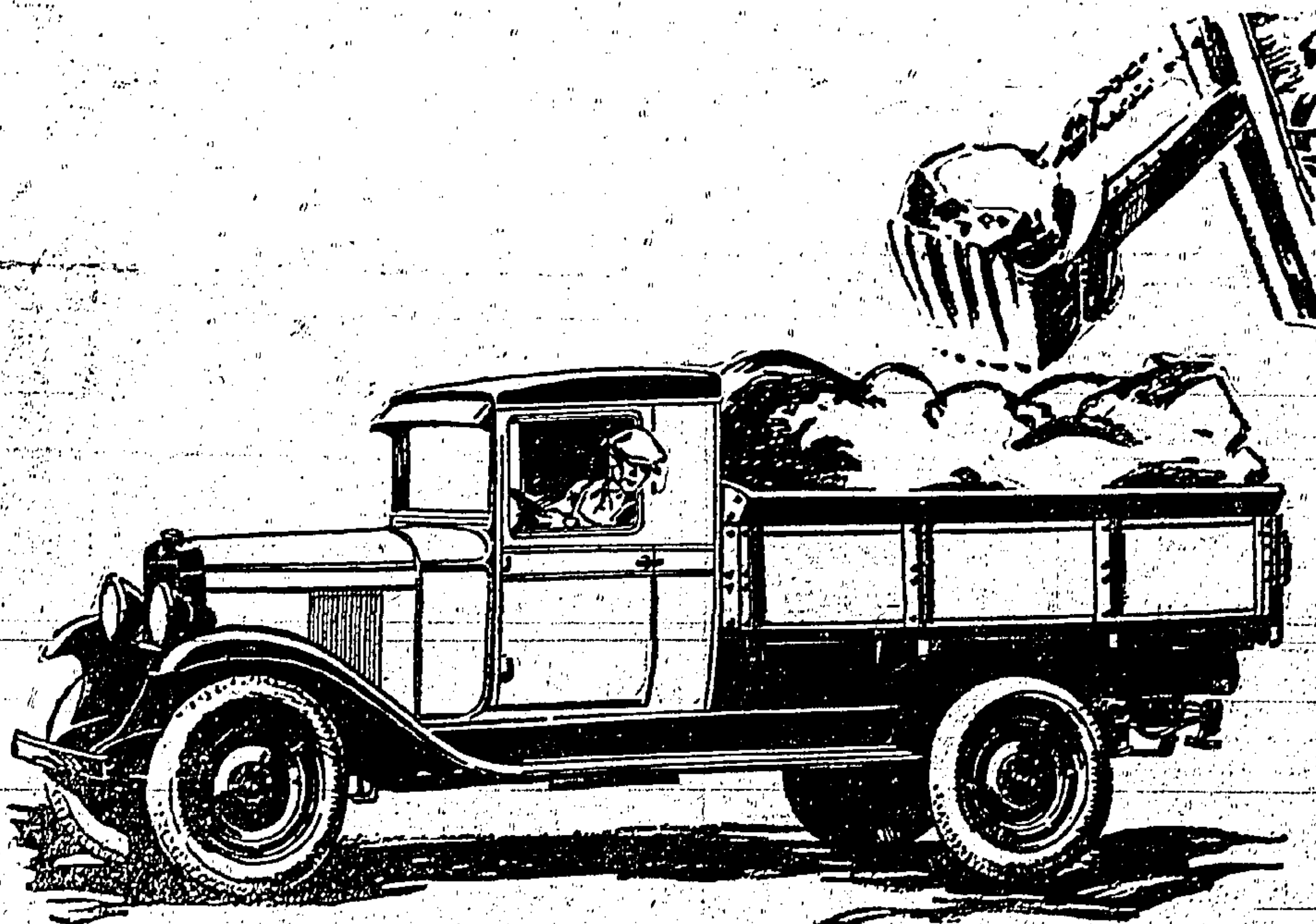
Watch a New Chevrolet handle a full capacity load—in congested city traffic—out where the grades are steep or where the routes are sandy or muddy.

For flashing acceleration—the new six cylinder engine, for power—the new six cylinder

pump, for sudden stops—the new four-wheel powerful brakes.

Crowning all this is a degree of that economy which has made Chevrolet famous for years throughout the world—which has helped in no small measure to make Chevrolet the world's largest builder of trucks.

1½ Ton Chassis Complete H.K. \$1,510.



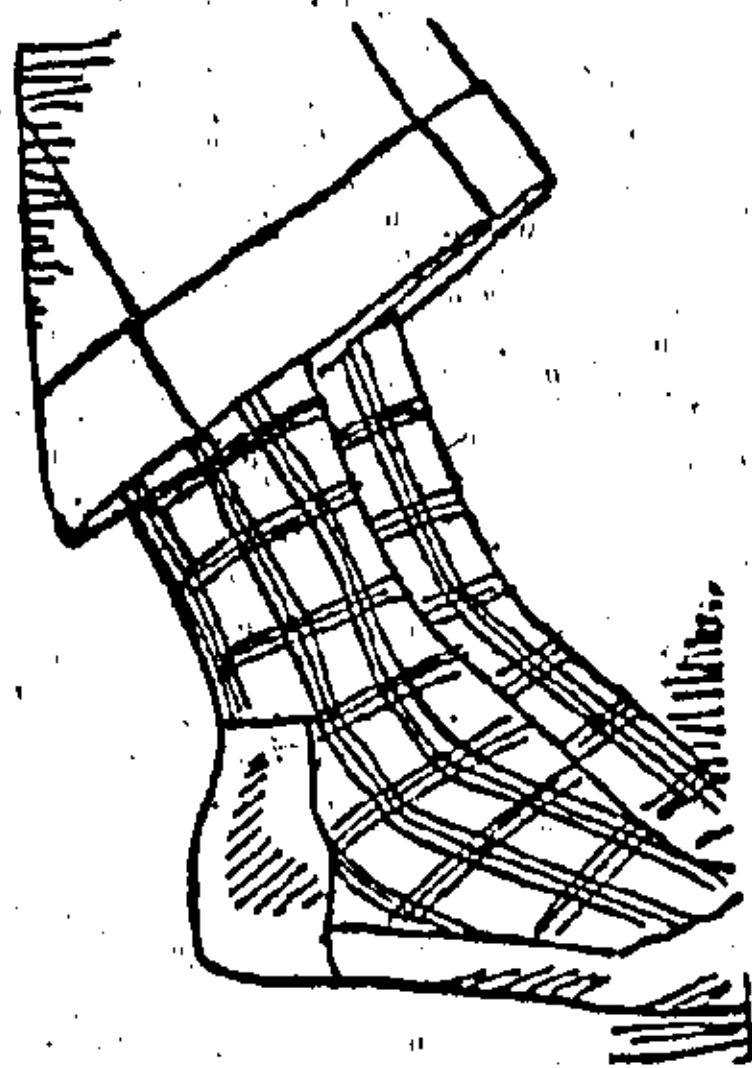
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Amongst our new stock of Summer socks will be found some to suit your taste.

There are plain silk or lisle thread socks, cotton and artificial silk mixtures and an unusually large range of designs in silk and wool.

Prices range from \$1.25 to \$4.00 a pair, less 10% discount for cash.

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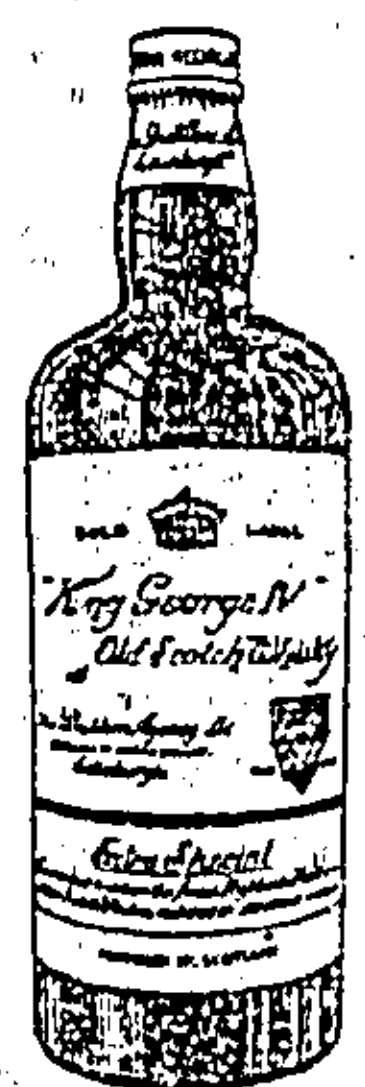
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DO NOT FAIL TO CALL AND
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WE ARE OFFERING FOR

ONE DOLLAR

SEE OUR WINDOWS

WHITEAWAY, LAIDLAW & CO. LTD.
HONG KONG.

OFFENSIVE TRADE LICENCES.

DISCUSSION AT SANITARY BOARD MEETING.

NO BONE STORING IN TENEMENT HOUSES.

At yesterday's meeting of the Sanitary Board, the Medical Officer of Health (Dr. H. A. Fawcett) proposed the following motion:

That, in the opinion of the Board, no Offensive Trade Licences for Bone-storing should, in future, be granted in respect of premises which are not solely used for the purpose of that trade; and that early action should be taken to cause the removal, from tenement houses, of existing establishments so licensed.

The motion, said the Chairman, arose out of an investigation following complaints from a resident of a tenement house in Kowloon where bones were stored.

Inspectors and Their Duties.

The Hon. Mr. J. P. Braga, seconding the motion, said that he would like to invite the notice of the Board to his minute on the subject. The complaint of which the Chairman had spoken came from Reclamation Street, but the point was that had there been no complaint the existence of the nuisance would not have been brought to the notice of the Board, and yet the visiting Inspector who was sent to make an investigation subsequent to the complaint had no words strong enough to describe the state of affairs which he found. He would like to ask the head of the Sanitary Department to issue instructions for the regular periodic inspection of all premises licensed for offensive trade, and the reports of the inspectors should be submitted regularly to the Board.

The Inspectors' Difficulties.

The Chairman (Mr. N. L. Smith) said that all such premises were regularly inspected. It was one of the duties of the district officers but if the Board wished to see the full report of every inspector's activities they would have no time for any other business. He thought the reason why in the case in question no report had been made, until the complaint was lodged, was that if they licensed premises for carrying on offensive trades it was not easy to tell the licensee that his premises must not be offensive. There was no doubt, however, that in this case the conditions had been very bad indeed.

Mr. Braga suggested that the district inspector's reports might be seen by the Board once a month.

The motion was carried unanimously.

THE WATER SUPPLY.

WEEKLY RETURN.

The following information was issued yesterday by the Public Works Department:

Hong Kong Water Works.

The total storage in the island reservoirs on the morning of May 27, amounted to 981.05 million gallons, showing a decrease of 22.92 million gallons during the past week; the amount collected from streams being 7.96 million gallons.

The week's consumption amounted to 33.88 million gallons, and includes 2.10 million gallons brought across the harbour, from Kowloon to the tanks on the waterfront and .88 million gallons from the Tai Koo Refinery supply.

Kowloon Water Works.

The total storage in the mainland reservoirs on the morning of Monday, May 27, amounted to 102.18 million gallons, showing a decrease of 13.72 million gallons during the past week.

The week's consumption including supplies to water-boats and Hong Kong amounted to 23.36 million gallons.

The yield from streams during the week is, therefore, 11.64 million gallons.

THE PILGRIMS' PROGRESS!

ECHO OF S.S. CHAS. HARDOUN ASSAULT CASE.

The case in which a Chinese pilgrim summoned another seeker after truth for alleged assault on the s.s. Charles Hardoun recently was concluded at Central Magistrate yesterday.

The case opened with the examination of the witnesses for the prosecution by Mr. D. H. Blake who was for complainant, Mr. M. K. Lo put his client in the witness box where he was subjected to lengthy cross-examination.

After about an hour, Major Wilson said he did not want to hear any more. It was obvious that complainant was assaulted, though there was not enough evidence to prove that it was the defendant who committed the assault.

The summons was accordingly dismissed.

MOTOR NOTES.

SIMPLICITY IN DESIGN.

TROUBLE-FREE SERVICE.

One of the most noteworthy aspects of progress in automotive design, which is reflected by the new models seen this season, is the increasing trend toward simplicity. It is almost axiomatic with engineers that the simplest mechanism is not only the best but the one most likely to give motorists the trouble-free service they have learned to expect from their cars.

An outstanding example of this trend toward simplification is the mechanical fuel feed pump which has for some time been standard equipment on Studebaker cars, replacing the vacuum tank system of fuel supply which was formerly in use.

The pump is extremely simple in design. It is operated by a lever actuated by the cam shaft of the motor, thus automatically supplying the carburetor with petrol in strict proportion to the requirements of the motor.

In operation the pump draws fuel from the main petrol tank through a strainer built integral with the pump, and feeds it to the carburetor under very slight pressure. The action of the strainer eliminates all water and sediment in the fuel before it reaches the pump valve and passes into the carburetor, thus preventing sticking and freezing of the mechanism as well as carburetor trouble.

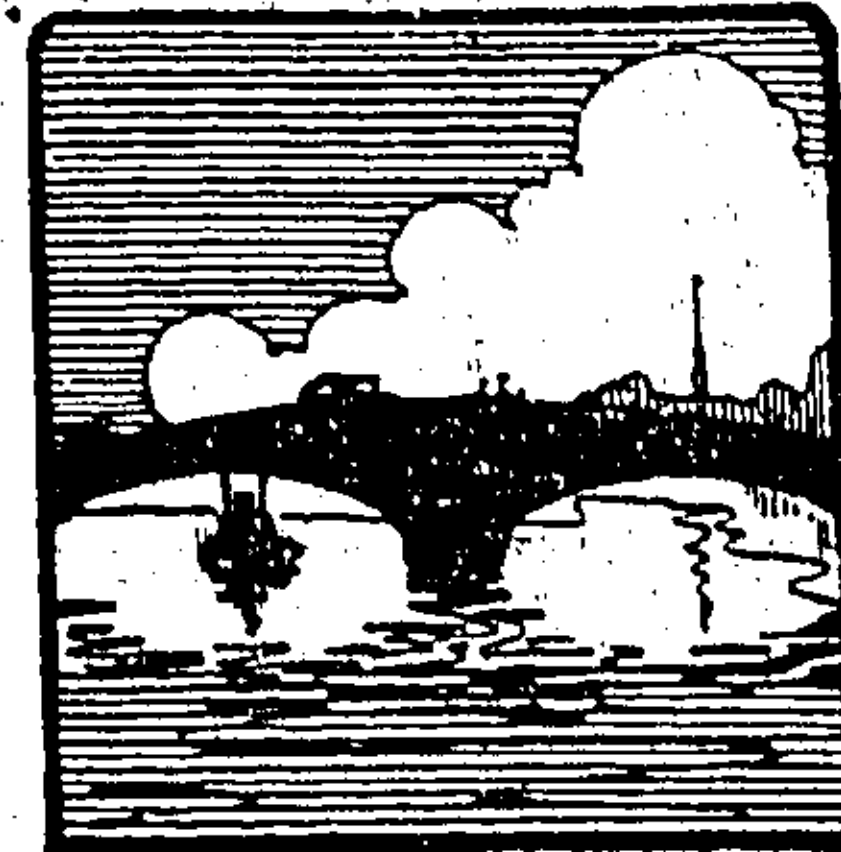
The whole mechanism weighs less than three pounds, requires no adjustment, and assures a constant, even supply of fuel to the carburetor for sustained high speed as well as for steady power when climbing steep grades.

Like all other improvements incorporated in Studebaker cars, the fuel pump was put through exhaustive tests in Studebaker's elaborate research laboratories and on the Studebaker Proving Ground before it was adopted. On tests for durability it was kept in continuous operation for more than 200,000 miles. It was tested with every grade of commercial petrol, and under all atmospheric and temperature conditions.

Perhaps the most convincing tests it has undergone have occurred since it became a feature of standard equipment. It was a part of the equipment on The President Eight which recently set new official world records for speed and endurance by covering 30,000 miles in less than 30,000 minutes on the Atlantic City Speedway, maintaining an average speed of more than 68 miles per hour for 19 days and 18 nights of continuous travel. It was also called on to keep a steady flow of fuel passing into the carburetors of the Studebaker Commander motors which travelled 25,000 miles in less than 25,000 minutes, on the same track. In both of these severe tests the fuel pumps performed perfectly.

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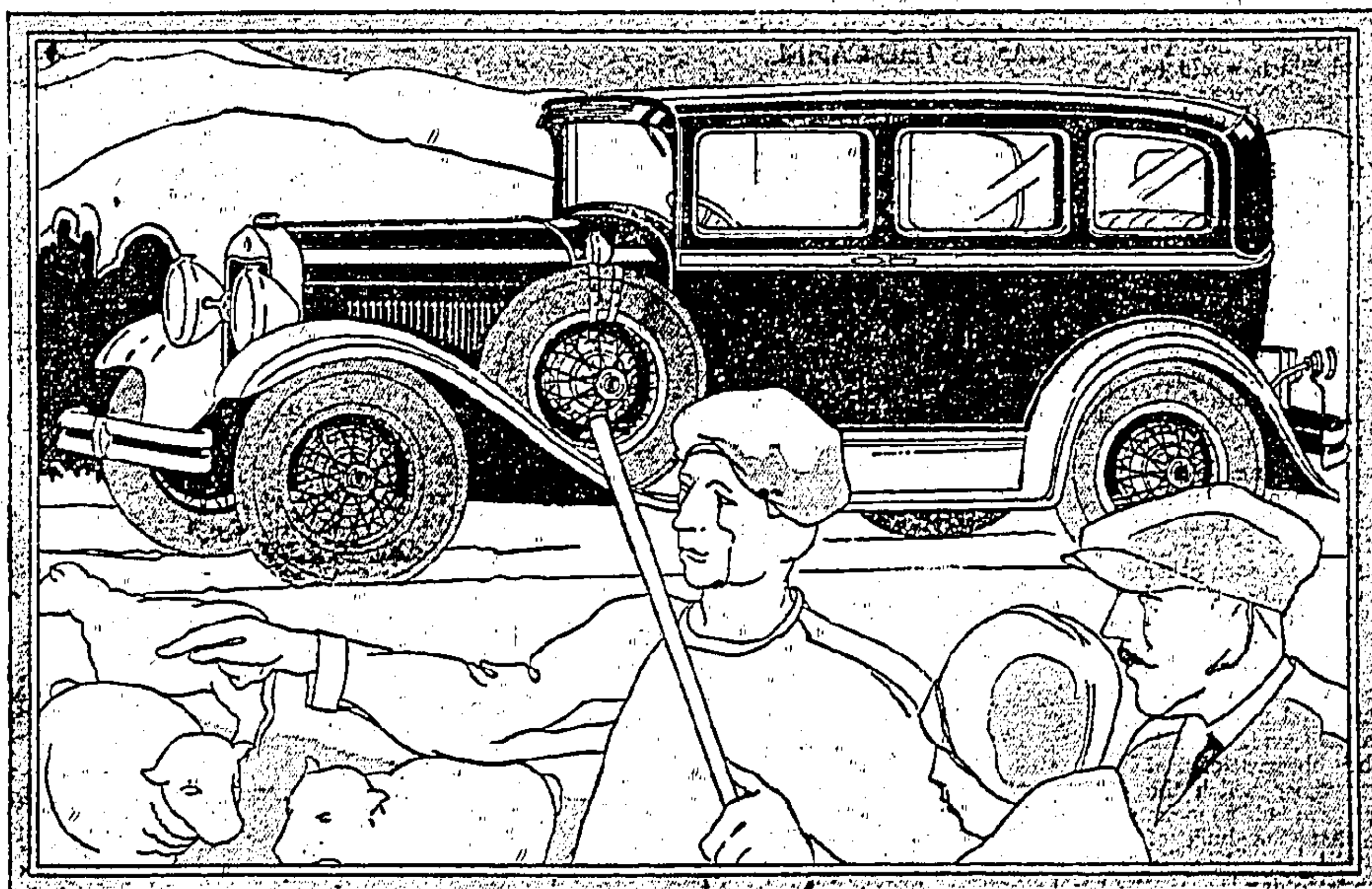
THE NEED FOR UNIFORM LICENSING LAWS.

There appears to be a wide divergence in the requirements of licensing authorities, so far as public-service vehicles are concerned, and with the unceasing growth in the establishment of long-distance services, certain anomalies are being brought to light. The licensing powers which are vested in local authorities are not always interpreted in a manner which is reasonable and sound, says *The Commercial Motor*. Some authorities endeavour to model their requirements upon the hackney-carriage regulations framed by Scotland Yard, which, although seemingly exacting in some respects, have only been made after

proper and careful attention to the safety and convenience of the travelling public. Other bodies, however, unduly obsessed, perhaps, with the importance of their licensing rights, succeed in becoming very unpopular by reason of their desire to insist upon unusual individual requirements being met to the letter.

For the good of the passenger road transport movement as a whole it is obvious that definite requirements in the matter of constructional details and equipment should be insisted upon, but surely the time is ripe for drawing up a more uniform code, thus ensuring that what one licensing authority regards as an essential item should not be deemed superfluous and, possibly, a source of danger by another authority.

Studebaker's Erskine Six wins world-wide favor



STUDEBAKER'S NEW ERSKINE SIX ROYAL SEDAN—Six wire wheels, luggage grid and hydraulic shock absorbers, standard equipment.

ARTIST and artisan—craftsman and engineer—have struck that rare, keen note of perfect harmony in Studebaker's new Erskine Six Royal Sedan.

Champion performance—evidenced by an official record of 1000 miles in 984 minutes—has been mated with youthful, sophisticated style. For the first time, luxurious equipment, finish and fittings are offered at a popular price. Suave and silken six-cylinder power is matched by superlative travel ease.

Sturdiness is linked with perfect manners—obedient to your slightest whim.

Six continents have marvelled at the heroic proofs of the champion endurance that Studebaker builds into this economical Erskine Six. When you see and drive this new Royal Sedan you will marvel that Studebaker, even with all its manufacturing facilities and 77 years of experience, can offer you so much more for your motoring money.

Studebaker's Four Lines

Studebaker builds four great lines of cars—The President Eight (30,000 miles in 26,826 minutes); The Commander Eight; The Director (1000 miles in 4161 minutes); The Erskine (1000 miles in 984 minutes). Each is backed by Studebaker's 10-month guarantee.

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**STUDEBAKER'S
ERSKINE SIX**

THE COLONY'S WATER SHORTAGE.

WHAT RESTRICTIONS MEAN TO THE POORER CLASSES.

MR. M. K. LO'S PLEA FOR STREET WASHING CISTERNS.

YESTERDAY'S DISCUSSION AT THE SANITARY BOARD.

At yesterday's meeting of the Sanitary Board Mr. M. K. Lo after drawing a vivid picture of the great hardships now inflicted on the Chinese population by the water restrictions, said that at the present time the Tung Wah Hospital was overcrowded, admissions numbering 50 daily, as against an average 30.

Mr. Lo suggested that street cisterns for washing clothes be built in a number of suitable positions and also made an urgent plea for turning on the supply to houses in rider main districts every day for a short period. He stressed the great difficulty people had in getting sufficient water to keep their clothes and their persons clean.

Mr. Braga in seconding, spoke of the unsatisfactory position of the sanitary arrangements at Kowloon Tong.

The Chairman (Mr. N. L. Smith) welcomed Mr. Lo's suggestions and assured the Board that the Government would consider them carefully. The Director of Public Works always welcomed any practical suggestions from the public with regard to this matter.

MR. M. K. LO.

Mr. M. K. Lo, in moving the resolution, said:—I understand it has been ruled that the question of water supply as such is outside the jurisdiction of this Board. But I submit that the Board, as the guardian of public health in Hong Kong, should be entitled to make any recommendation it thinks fit to the Government in regard to any matter affecting public health, including the question of water supply. In support of this contention I need only refer to the heading to Part 2 of the Public Health and Buildings Ordinance, 1903, and the Powers of the Board under Section 18.

As regards the first part of the motion, I propose to deal with the question as to what is a reasonable standard as regards water supply from the point of view of public health.

A Petition of 1902.

In August, 1902, a petition was presented to the Secretary of State for the Colonies, by the Chinese inhabitants, on the Water Works Ordinance, 1902, and I beg to quote the following paragraphs from the petition as being relevant to this question:—

"18.—That as to the value placed by the Sanitary Authorities in England on an adequate water supply being connected with every house it may not be out of place to refer here to Section 48 of the Act of Parliament entitled 'An Act to consolidate and amend the Laws relating to the Public Health in London.' The Section is as follows:—

48. (1).—An occupied house without a proper and sufficient supply of water shall be in nuisance liable to be dealt with summarily under this Act, and, if it is a dwelling-house shall be deemed unfit for human habitation.

(2).—A house which after the commencement of this Act is newly erected, or is pulled down to or below the ground floor and rebuilt, shall not be occupied as a dwelling-house until the sanitary authority have certified that it has a proper and sufficient supply of water, either from a water company or by some other means.

19.—That if an adequate supply of water is considered a vital necessity for sanitation in a temperate climate like England how much more should not a constant supply of water be considered an absolute necessity to every 'tenement house' in a tropical climate like Hong Kong."

That when it is remembered that plague has been constant in Hong Kong since the year 1894, your Petitioners feel the present measure is calculated to increase and not diminish future outbreaks of plague, for how with no supply of water laid on to any 'tenement house' can the occupiers of 'tenement houses' be expected to comply with the frequent and peremptory requests of the Sanitary Board to keep their houses and persons clean by the constant use of water when every drop will have to be carried from the street hydrants."

Present Position in Hong Kong.

What is the position in Hong Kong at the present time? Anyone who walks along the thoroughfares served by the rider main system cannot but be struck by the pitiable sight of long streams of women and men, boys and girls, waiting in long queues to draw a couple of buckets of water at one time. I have received many complaints that in some streets where the queues are specially long, one carrier can only get to the source of supply about twice a day. This information may possibly be somewhat exaggerated, but that it has some foundation in fact is proved by the following illuminating report in the *Daily Press*, of the 24th May:—

"A noisy scene was enacted at the street fountain in On Lan Street shortly after midnight yesterday by the queues which had formed up at that early hour with their buckets. Blows were struck,

between a number of disputants, the quarrel continuing until the arrival on the scene of a number of policemen."

I know of one case in which a Chinese doctor, on reaching home at 9 p.m., found that there was not one drop of water for wiping his face with. He sent a boy out to get one bucket. That boy could not return with the water until 3.30 a.m. owing to the length of the waiting queue!

No Water for Washing.

The quantity of water that is obtainable by this laborious method must be barely sufficient for potable purposes. There would be no available water for keeping the premises clean, and the problem of keeping the body and clothing clean must be so difficult that many a poor person must perforce give up the attempt in sheer despair. I submit, therefore, that such conditions do constitute a menace to public health.

So far my remarks have been directed to the restrictive system in force up to yesterday. To-day begins a further stage of restriction, the mains being turned off except from 8 to 10 a.m. and 3 to 5 p.m. I understand that a street hydrant usually fills only about 90 tins in one hour, and I fear many an unfortunate family will have to wait for, and hope for the best from, the afternoon ration for the necessary water to cook the morning meal.

I might here inform the Board that the Tung Wah Hospital is now literally over-crowded: on May 25 52 patients, and on May 27 50 patients, were admitted to the Hospital. These figures were equalled only on one previous day this year, namely, on March 28: otherwise the average daily admissions amounted to roughly about 30. I sincerely hope that these figures are merely accidental and not symptomatic of the result of the people's reaction to the lack of an adequate water supply.

If it were humanly impossible, in the existing circumstances, to ameliorate this regrettable state of affairs, I realise it would be futile for me to initiate this discussion. But in spite of the careful consideration this question has already received, I do feel that something further might still be done if every avenue were once again thoroughly explored. And this brings me to the second part of my motion.

I feel that I have myself not sufficient data to offer any decided views as to improving the existing system. But may I venture a few tentative suggestions?

Washing Cisterns Suggested.

To my mind the position would be much eased if, apart from the supply from the mains for potable purposes, another available supply could be given for washing purposes. For the latter purpose water boats and junks might be made use of for carrying water from nullah and stream sources across the harbour. All existing water carriage vehicles might be constructed or converted for drawing supplies from nullahs in the island which do not go into any reservoir. These vehicles could go round to the various streets systematically—and supply houses with water for washing purposes. In each of the principal streets, on the top of the gradient, cisterns might be made with brick and cement coating, say 3 feet high, 8 feet wide and 20 feet long, and divided into two compartments (the size to vary with the size of the street), and into these cisterns the water carts could empty their supply.

Tenants of the houses could then wash their clothes in the cistern, using one section for washing, and the other for rinsing purposes. Some antiseptic ingredient could be put in. At the end of every day the cisterns could be emptied, and the waste water could be utilised for cleansing the streets. It must be remembered that now and during the summer months much of the nullah water would run to waste if the same were not utilised. The situation is serious enough to justify any "obstruction" that could be caused, and the cisterns could be easily dismantled when the conditions return to normal.

Few Hours Supply to Rider Main Districts.

Apart from the above suggestions, I submit that the existing system, whereby in the rider main districts not a drop of water can be obtained in the houses, and every drop has laboriously to be carried from the streets, whereas houses outside the rider main districts are given a direct though restricted supply, should be altered. I had always been under the impression that for technical and engineering reasons supplies direct from the mains cannot be restricted without serious damage to the works. But that danger is now being faced and the supply from the mains is restricted, and I cannot see why this supply should not if necessary be further restricted to such an extent as to permit a supply to the houses on the rider main being given for a few hours daily. In the present time of acute water shortage it is unthinkable that any one would voluntarily waste any water, and I cannot help feeling that, apart from substantial waste, a few hours' supply to the rider main houses can not appreciably increase the water consumption. It should be borne in mind that there is a lot of unavoidable waste in obtaining water from street hydrants. This fact is too obvious to the eye to require any further comment. I believe that one of the strong arguments in favour of the construction of the rider main system is that waste could easily be detected, and in this connection I would refer to the report of Mr. Chadwick dated April 10, 1908, published in the *Government Gazette* of April 11 and quoted in the petition, which is as follows:—

"It will greatly facilitate the application of the existing law, with regard to the prevention of waste. Arrangements may be made, whereby the test-meters may easily be applied, when required."

"The detection of waste will also be facilitated. The Inspector need only apply the 'stethoscope' to one of the valves, commanding the whole block. If there be no sound of flowing water, he can pass on to another block. He need only examine, house by house, if he find symptoms of leakage, within the given block."

If this question were not reviewed and reconsidered and some measure of relief were given to rider main tenants, what would happen if there were to be a typhoon or some very bad weather? Could people continue to wait about in long queues in such weather, waiting patiently to draw their small buckets of water?

The Government's Duty.

The alarming shortage of water is known and appreciated. But I submit that it is the bounden duty of the Government, regardless of expense, to do everything humanly possible to insure a sufficient supply for bare human necessities. I say with a due sense of responsibility that, in the rider main districts, the people are unable to get a supply adequate even according to this lowest possible standard. If necessary, the Government should charter steamers, launches and junks for conveyance of water to Hong Kong from available sources outside Hong Kong. As a member of the public, I can assure the Government that the people will be prepared to foot the bill.

In the hope that something might be done as the outcome of the discussion to-day, and that some small measure of relief might be afforded to long-suffering and deserving part of the public, I beg formally to move the following motion:—

That, in the opinion of this Board, the present system of water restriction constitutes a menace to public health, and that this Board, whilst recognising the regrettable necessity for drastic water restriction at the present time, nevertheless considers that the Government should reconsider and review such existing system in the interest of public health.

MR. J. P. BRAGA.

The Hon. Mr. J. P. Braga, in seconding the motion, said:—Sir, I beg to second the resolution to be submitted for adoption by the Board by the proposer of the motion. That is not to say, however, that I am entirely in agreement with all that has been advanced in support of the motion. For example, the speaker's fear for the people who have to continue to wait in long queues in a typhoon or some very bad weather is more, imaginary than real. At this juncture nothing will be more welcome to Hong Kong than a small typhoon with the torrential rains that usually follow in its wake. And the perplexing water problem will have been solved for the Colony by nature for a period of at least another year.

Situation at Kowloon Tong.

I welcome the motion before the Board in that it affords me an opportunity to renew the efforts I have exerted, in the first instance, in other "quarters" to seek relief for the intolerable and, I am almost tempted to say, "scandalous" situation that has been allowed to be created in respect of the water supply for flushing purposes within the Kowloon Tong Estate. If need arises for Government revision of the prevailing system in the interest of public health, that need becomes more urgent and even more emphatic when the complete breakdown of an ineffective system exposes the Kowloon Tong Estate community to the necessity of having to use potable water from the mains for flushing the sanitary toilets due to the absence of the Government, by agreement with the contracting parties, one of the contracting parties pledged to supply in full quantity and in the driest season of the year for flushing and gardening purposes. In this connection it becomes relevant to quote an extract from a letter I have received from a resident of Kowloon Tong. The gentleman wrote:—

"When the Sanitary Board and the P.W.D. take such elaborate precautions before granting a permit for a private W.C., we naturally expected that far more care would have been taken before authorising flush system to a scheme of over 250 houses."

Sanitary Board Position.

I would ask members to note the implied reflection on the Sanitary Board in the citation I have just made. It is difficult to reconcile the logic of an exigent demand for compliance with all manner of conditions laid down by the Water-Closet Select Committee in the case of an individual applicant for sanitary installation and the condoning the flagrant breach of the agreement with the Government whereby a whole Estate is concerned. The duty is imposed on this Board to see that this unsatisfactory state of things be rectified as soon as possible. Until it is remedied members stand guilty of reproach that may be laid at their door of apathy in the performance of a public duty which, as members of a public body, we owe to residents of this Colony.

Regarding the suggestions offered by the mover of the resolution, I feel confident that they will receive adequate consideration in places and from persons to whom this afternoon's discussion has more than an academic interest.

The real concern which His Excellency the Governor feels in this connection is the problem in Hong Kong encourages the hope that any practicable suggestions to relieve the serious inconvenience and great hardship suffered by a very large number of the Colony's inhabitants are bound to commend themselves to His Excellency's earnest consideration. To the hardships of tens of thousands of our fellow-residents none are so callous as to be utterly indifferent. Great sympathy must be felt by all for all sufferers. The motion is so worded that it must commend itself to all who have the least desire to alleviate hardships that call for further relief measures. In this confidence I have pleasure in seconding the resolution before the Board.

THE CHAIRMAN.

Some Practical Suggestions.

Mr. N. L. Smith (Chairman) said that the question of the position of the Sanitary Board in relation to water, was so often debated that when notice was given of Mr. M. K. Lo's motion, he had approached the Director of Public Works. The Hon. Mr. H. T. Creasy had assured him that he was only too glad to get suggestions from any member of the public, or from the Sanitary Board, on all questions that affected the health of the Colony or the convenience of the residents. He felt that Mr. Lo had made some practical suggestions which it would be well worth the Government's while to consider carefully. He himself did not propose to vote on the motion.

Pessimist or Optimist?

Mr. M. K. Lo said that he wished to make a short reply to the speech of Mr. J. P. Braga, because he felt that Mr. Braga had misunderstood him on one point and he would like to make his meaning clear. Mr. Braga had said that in the event of a typhoon the problem of the water shortage would be solved for a year, by nature, was this optimism or pessimism? It would be optimism if the Government should reconsider and review such existing system in the interest of public health.

(Continued on next column).

CHEN MING SHU

HITS OUT.

FUNG CHO MAN RATED.

MUDDLING UP FINANCE MATTERS.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, May 28.

Spending before a large crowd at the Sun Yat Sen memorial meeting yesterday, General Chen Ming Shu, head of the Civil Administration of Kwangtung, heartily denounced Mr. Fung Cho Man, the Finance Commissioner during the Li Tsai Hsin administration, for his inefficiency, and open support of the Kwangsi clique. He said, in part, "When I assumed the chairman of the Provincial Council, my attention was first directed to the straightening up of the finances of the Province, which were in a muddle."

"During the administration of the Kwangsi clique no improvement of any sort was effected. When Fung Cho Man was the Finance Commissioner, all the revenues of the Province were given to the advancement of the Kwangsi faction. There was no accomplishment whatever during his entire two years tenure of office. As to his boast about rescussitating the Central Bank of China notes it must be remembered that this was a thing which any one could have done equally well. Bringing up the value of the banknotes to parity was a simple matter, and one done at the expense of the people. There was nothing remarkable in that."

"When I was in conference with Li Tsai Hsin, Liang So Ming, and Fung Cho Man, I spoke strongly of the dishonesty of the different revenue collecting bodies, and pointed out the necessity of improvement. Li Tsai Hsin was silent over the matter, but Fung Cho Man became angry because of my pointed statements."

General Chen then turned his attention to Li Tsung Jen, Pei Chung Hsi, Wong Shiu Hing, and other prominent members of the Kwangsi clique, branding them as reactionary militarists seeking selfish aggrandisement. "These militarists knew nothing about the San Min Chu I; nor about army discipline."

CENTRAL BANK NOTES.

The Central Bank of China has announced that it will reopen for business from June 3. The silver which was removed to Shansen, Hong Kong, and the gunboat Po Pik a week ago, is being brought back to the bank.

To-day's quotation of notes is about 72 cents to the Canton silver dollar. The authorities are not satisfied with this and have decided to bring the notes to parity by compelling the owner of each house and building in Canton to contribute one month's rental to the Provincial Treasury. It is estimated that several million dollars can be raised by such methods.

SCHOOLS' CHIEF RESIGNS.

Mr. Wong Tsit, Commissioner of Education of Kwangtung, has tendered his resignation, and left for Macao. He states in his resignation letter to the Provincial Council that the war seriously affected his plans for the improvement of education.

one typhoon would in truth solve the problem by providing sufficient water, but pessimism if he had meant that the typhoon would be so serious as to drown the whole Colony! His point had been that if there were, for instance, a bad storm lasting for four hours, say from 6 a.m. to 10 a.m., many people would be unable to draw any water, during the morning, supposing that a second storm took place during the afternoon also at the hours when the water was turned on. This was, perhaps, an exaggerated illustration, but he felt that the Government should realise that under certain contingencies other means would be found of giving people the water. Mr. Lo's motion was carried; none of the members voting against it, though three abstained from voting.

Those Present.

The following gentlemen were present:—Mr. N. L. Smith (Chairman), the Hon. Mr. H. T. Creasy, C.B.E., Director of Public Works, the Hon. Mr. J. P. Braga, Dr. H. A. Fawcett, Medical Officer of Health, Dr. W. V. M. Koch, and Messrs. Wong Kwong Tin, T. N. (Secretary).

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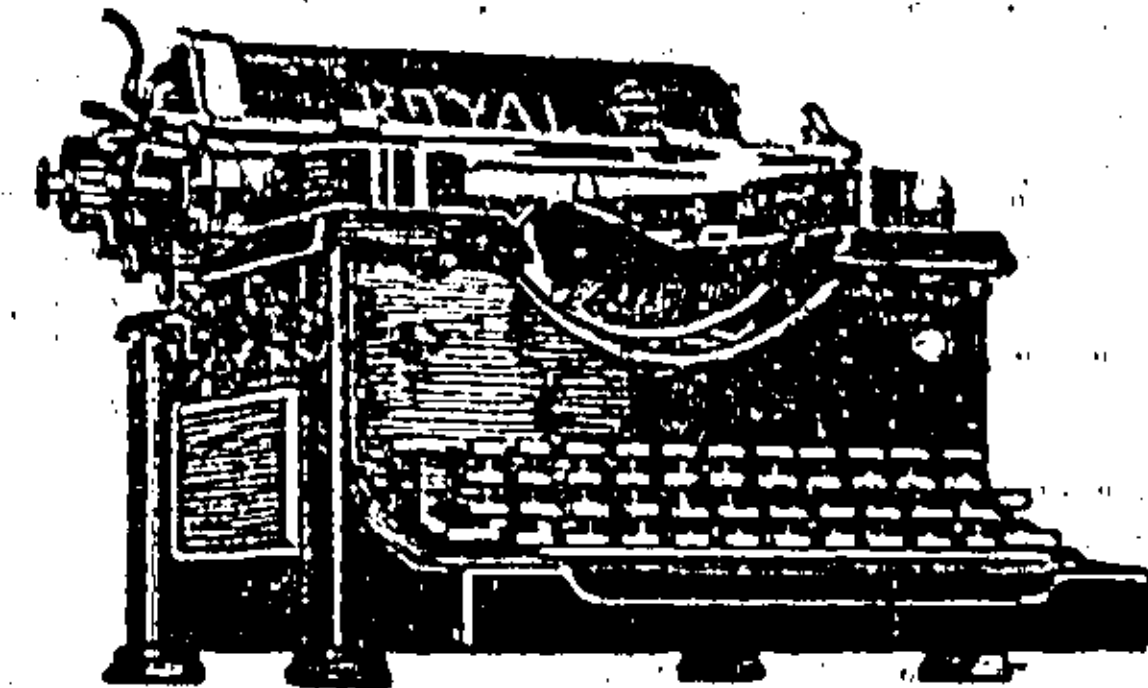
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INTIMATIONS.

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the HONG KONG HOTEL, Hong Kong, on FRIDAY, 7th JUNE, 1929, at 11 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 30th April, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY 1st JUNE to FRIDAY, 7th JUNE, 1929, Both Days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 28th May, 1929. [7849]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-EIGHTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & Co., Ltd., Raffles Hotel, Hong Kong, on WEDNESDAY, the 19th JUNE, 1929, at NOON, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th JUNE to 5th JULY, 1929, Both Days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.
General Managers.
Hong Kong, 24th May, 1929. [7839]

HONG KONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS.

MEMBERS are requested to send in their Applications for the above before FRIDAY, 31st MAY, as it is proposed to CLOSE the LIST OF SUBSCRIBERS on That Date.

By Order,
C. B. BROWN,
Secretary.

Hong Kong, 23rd May, 1929. [7834]

PUBLIC NOTICE.

PLAYING FIELDS COMMITTEE.

IT IS HEREBY NOTIFIED that the PLAYING FIELDS COMMITTEE is desirous of obtaining the views of as many interested persons and associations as possible, and those who have any suggestions or representations to make regarding the present and future provision of playing fields in the Colony are invited to forward them early to Mr. T. MEGARRY, Secretary to the Committee, at the Colonial Secretariat.

Anyone wishing to support his written representations by oral evidence before the Committee is requested to inform the Secretary accordingly. [7825]

NOTICE.

THE Undersigned is prepared to accept OFFERS to Purchase the following Properties:

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KOWLOON MARINE LOT 55. (Shipyards).

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SUBSECTION 1 of SECTION A of SHAIKWAN ISLAND Lot 492. (Nos. 219-227, Odd Nos., MAIN STREET, SHAIKWAN WEST).

Particulars may be obtained on Application at the TREASURY, or to the CROWN SOLICITOR at the Courts of Justice.

(Sd.) C. McF. MESSER,
Colonial Treasurer. [7816]

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.48 p.m., stated:—

Weak anticyclones remain over N. China and to the east of Japan. The trough of relatively low pressure from Indo-China to the Pacific is stationary. The typhoon appears to have filled up.

Local Forecast:—E. winds, moderate, fine to cloudy.

BIRTH.

HARRIMAN.—On May 28, at St. Paul's Hospital, Hong Kong, Evelyn, wife of G. A. HARRIMAN, of a son (Michael).

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4511.

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The Daily Press.

Hong Kong, May 29, 1929.

QUEER HAPPENINGS
AFLOAT.

THE report of the River Steamers Commission published a few days ago was much more interesting than a casual glance would reveal. The purpose for which the Commission was established was not such as to suggest that its findings would be of very general interest.

The Commission first met in November last "to consider the status of river trade certificates as master and mate issued by the Hong Kong Government, the agreements made between owners and masters and master and crew and the notice given to terminate these agreements, the system of discharge and payment of wages of native seamen, the method of measurement of river steamers for passenger certificates, the carriage of large numbers of free passengers as commission agents, the system of embarkation of passengers and loading of cargo, and the employment of uncertified pilots." Nothing here—on the face of things—to suggest that the findings of the Commission would have any interest whatever outside the comparatively small circle of persons directly concerned in river trade. Yet, as a matter of fact, some of the matters investigated and reported upon are of great interest to the British community generally.

There are many ships engaged on Chinese river and coast services which, while flying the British flag, are not the property of British owners. These vessels are operated by Chinese shipping companies, and for various reasons their owners find it either essential or convenient to carry British officers on the bridge and in the engine-room. Many queer irregularities occur in this branch of the shipping industry. The report of the Commission shows that ship's articles are often incorrectly kept, and the names of men appearing on those articles give little indication of the identity of the men actually on board. There appears to be no legal machinery by which pressure can be brought to bear upon shipping companies and masters who are wilfully lax in such important matters. A ship's articles are supposed to be an accurate and infallible record of the identity and rating of every member of the ship's company, but in the China river trade this is frequently not the case. The articles are supposed to set forth the terms of employment offered by the master (as representative of the owners) and accepted by those signing on, but in the river trade this is frequently not so. Masters are sometimes engaged by Chinese owners on agreements of twenty-four hours' notice, and the Commission is of opinion that such a system does not "always" attract a good type of officer. Moreover, fear of practically instant dismissal frequently restricts any action which a master may consider necessary "when the interests of a ship are opposed to those of the owners." Pilots are carried on these river steamers, but are not licensed, nor have they the necessary qualifications to justify their recognition as officers, although this is a position they have been often known to assume.

As a result of inquiry lasting from November to March, the River Steamers Commission appointed by the Hong Kong Government has satisfied itself that certain very serious irregularities exist in the operation of some river steamers as "the direct result of the employment of unsuitable masters." The engagement of such men is to the advantage of both parties. It is admitted that there are shipowners who prefer a master who will countenance any irregularity which increases the earnings of a ship, and it is also admitted that men can be found ready to accept engagement on these crooked lines. We note that *Shipping and Engineering*, a Shanghai weekly devoted to news and comment on mercantile marine affairs, has some very scathing observations on these members of the profession who thus bring grave discredit upon an honourable calling. They have no sense of responsibility, little self-respect, and no desire other than to obtain temporary employment sufficient to provide them with funds for drinking. Their chief refuge appears to be Hong Kong, whence the authorities are apparently unable to deport them if they are British subjects. Such men get neither employment nor encouragement from the large and reputable British and Chinese shipping companies, but there are a number of Chinese concerns which are prepared to engage them—simply because they must in order to obtain the necessary official licence to carry passengers to and from Hong Kong.

Now the strange thing is that while the Government of this Colony can and does insist upon certificated officers being carried on these ships, it does not and cannot insist that they be men of good standing in their profession. No self-respecting member of the China Coast Officers' Guild who had any regard for the well-being of the service would accept a salary on the understanding that he was to refund part of it, nor would he countenance the various irregularities which it is publicly declared are deliberately practised in order to increase the earnings of certain ships engaged in river trade. If it were possible to make compulsory the engagement only of members of the Guild for service with Chinese owners, this organisation could itself deal very swiftly and effectively with such of its members found engaged in or condoning dishonest and dangerous practices. But since the only qualification at present called for is the possession of a "ticket," even if the owner of that certificate may be physically incapable of discharging the duties usually expected, he meets the requirements of an owner whose business methods are not of the cleanest.

The problem thus presented is a very difficult one to deal with, and since neither the Chinese owners nor their British employees can be expected to co-operate with the authorities, some form of coercion would appear to be necessary. Legislation with regard to the employment of masters is ruled out by the Commission as impracticable, on the advice of the Attorney-General, and the China Coast Officers' Guild is not in a position to take action against men who are not members of its organisation or owners who are not employing its members. But surely it should be possible to make some simple amendment to the regulations under which permits to engage in the passenger trade are at present issued? If, as it appears, the fact is clearly established that certain Chinese shipowners are engaged in irregular practices, this constitutes unfair competition with those who are not resorting to such illegalities. Law-abiding persons have a right to protection against dishonest rivals, and by refusal to grant trading permits unless satisfied that licensees will conform to accepted standards the Government could put an effective check upon the practices it deprecates. Restricting the appointment of masters to members of the China Coast Officers' Guild would be a very simple way out of the difficulty, for that body could then guard the honour of the profession as closely as the prestige of doctors and solicitors is guarded by their organisations. What is practicable in Singapore can be surely made to apply to conditions here in Hong Kong, and another Commission should be appointed to go into the question of detail, and make recommendations to the Government accordingly.

News and Views.

Sir Henry Pollock returned to the Colony from Shanghai by the Empress of France.

A collection of curios will be sold by auction in Lammert Brothers' sales room on Friday at 2.30 p.m.

A Chinese woman was killed on Monday in Kowloon when she was knocked down by a motor trolley in Waterloo Road. Her body was taken to the Kowloon Mortuary.

Capt. Thompson, the commodore of the Straits Steamship Company's fleet and captain of the express steamer Kedah, is leaving Singapore on retirement by the P. and O. Morea, on May 30.

Unlawfully fishing with the aid of dynamite yesterday cost a Chinese fisherman his life. He was found lying in a small dinghy, groaning in agony, and was taken to the G.O.C.H. by a fishing boat but his wound was in such a bad state that he succumbed a few hours afterwards.

The number of Chinese immigrants arriving in Singapore during April was 30,738, making 110,637 for the year. This figure is more than half as many as arrived in the whole of the previous three months and more than 6,000 greater than the arrivals in April last year. Only 13,011 Chinese deck passengers left for China during the month so that the net gain is round about 27,008 for the month.

Twenty-eight new electric fans were installed in the Queen's Theatre on Monday night, and the majority of them were in action for the first performance yesterday. They add very materially to the comfort of the audience, and it will not be surprising if, during the hot weather, many people will be found willing to pay 40 or 60 cents for the privilege of sitting in the cool, quite apart from the merits of the picture, which may be being shown. Another recent alteration to the Theatre is the erection just inside the entrance of two new box offices for the back stalls and dress circle, but these have not yet been taken into use.

The Bishop of Singapore officiated recently at the wedding at St. Mary's Church, Kuala Lumpur, of Mr. Stephen Herbert Gerard Trower, of New Serendah Rubber Co., and Miss Gertrude Ellen Mary, daughter of Mr. E. W. F. and Mrs. Gilman. The church was decorated, and the service was fully attended by the Rev. O. B. Parsons, Mr. J. M. Barron, was "best man," Miss Marjory Gordon, bridesmaid, the Misses Worley flower girls and Master Gilson, page. The bride was given away by her father. A reception followed at the Lake Club where the principal toast was proposed by the Hon. Mr. A. S. Bailey. The toast of the bridesmaids and Mr. Barron replied. The honeymoon is being spent at Bukit Fraser.

Commanding to Kill.

The jury of the Assize Court of Aix-en-Provence in France is of opinion that the intention undoubtedly constitutes the crime. A woman named Negrel, who persuaded her lover, a farm labourer named Jaume, to kill her husband has been sentenced to ten years' penal servitude, while the murderer has been sentenced to only seven years. M. and Mme. Negrel had a farm at Pen-Mirabeau. Jaume entered their service in 1921, and two years later won the favours of the farmer's wife. The Judge recalled that Mme. Negrel so far organised the crime that she wrote down her instructions for Jaume on a piece of paper, adding verbally: "Kill him like you killed the chicken." It was, however, found that Mme. Negrel was to a certain extent mentally irresponsible.

Death of Mr. Fulford.

Mr. H. E. Fulford, C.M.G., whose tragic death at Melbourne is announced, retired from the British Consular Service in China in 1917, his last post being that of Consul-General in Tientsin. Mr. Fulford joined the Consular Service in 1880 at the age of 21. He travelled extensively in Manchuria with Messrs. James and Youngblood. From 1890-2 he was Acting Consul at Chungking. Between 1893 and 1894, and from 1895 to 1900 he was Acting Chinese Secretary. He was promoted Consul-General at Mukden in 1903, and between then and his retirement acted in that rank at Mukden, Tientsin and Hankow. Mr. Fulford, an Australian, whom he married in 1887, died in 1928. They had one daughter, who, we believe survives. Mr. Fulford was educated at the Melbourne Grammar School, and took up his residence at South Yarra, Melbourne, after his retirement. He was Consul-General at Tientsin during the greater part of the Great War, and Mrs. Fulford, it may be recalled, took a very active part in organising the Prisoners' Relief Fund.

The total output of the Kailash Mining Administration's mines for the week ending May 11 amounted to 69,045 tons, and the sales during the period to 76,620 tons.

Bewitched Older.

A belief in sorcery still persists in the French countryside, and is the cause of many dramas. Not long ago a whole family was nearly burned to death because, when warned that their barn was burning, the farmer and his wife were convinced that an effort was being made to bewitch them, and locked themselves in their home. Now a farmer named Bailly, living in a Breton village near Saint-Brieux, has shot his neighbour as revenge for an alleged spell cast by him. "I have a grudge against my neighbour," he explained, "for he has bewitched my cider. When I drink it, I see electricity in it, and it burns my stomach. He ought to have kept quiet; so much the worse for him."

What Oliver Baldwin Thinks.

In an exclusive article for the *London Mail*, Mr. Oliver Baldwin (son of the British Prime Minister) states his reasons why he does not support his father. In part he says:—"We live in England to-day under what is called the capitalist system which, after 150 years' existence in its present form, has succeeded in producing 2,500,000 of prosperous people and 40,000,000 who live more or less in a state of economic insecurity. To those who wish to alter these things, there is but one party open to them, the one party whose face is set definitely against Capitalism—that is the party to which I have the honour to belong." He denounces his father's Government as "a Government which disdains humanity by selling the country's soul to Mammon." Further, he states his socialistic opposition to the capitalist system of Government, but shows himself as a moderate Socialist, denouncing "Russian Communism and Syndicalism."

Artificial Wool.

In a London office recently a few favoured individuals were inspecting samples of a new product which will interest many business men in the North of England, particularly in the West Riding. We are accustomed to learning of new substitutes for existing commodities. Not long ago there was talk of Mr. Ford's substitute for rubber, and more recently the fibre grown on Devonshire farm as an adjunct to the cotton industry, and now it seems it is the turn of wool. This artificial wool, the basis of which is a waste vegetable material, is chemically changed into a staple which is claimed to possess elasticity, strength, and softness of texture allowing of competition and co-operation with the real thing. Let it be supposed that modern research tends to render Australia's millions of sheep useless, only as mutton is should be added that this new artificial wool is intended for mixing purposes in the manufacture of blankets, suitings, and like goods. It is to be marketed at something like a third of the cost of common wool.

The Tin Industry.

Reuter quotes an authority on the tin industry to the effect that a severe crisis is threatening which British enterprise and initiative may avert. Mr. Lochner, advocates an agreement between European-owned mines for controlling production and marketing. Prices must come down if supplies of the metal continue to exceed the demand, therefore output must be rationed and a central selling organisation established. These views do not agree with those expressed recently at the annual meeting of the British Metal Corporation. It was then stated that although there was undoubtedly an over-production of tin, there is a regular increase in consumption, which may be expected to overtake the output. Other authorities have recently confirmed this view. Feasible explanations of recent trouble in the industry are somewhat difficult to find, but the true position appears to be that increasing rationalisation is keeping production ahead of consumption, even although demand is steadily growing. All reports agree that consumption is distinctly encouraging. This is particularly the case with regard to America, and a recent issue of *Tin*, the bulletin of the Anglo-Oriental Mining Corporation, contained interesting information on this point. It was stated that consumption in America so far this year is considerably in excess of estimates. During the first three months deliveries have been at the rate of 7,907 tons per month, whereas an estimate of 7,687 tons had been regarded as optimistic. The bulletin stated that there is no reason for supposing that "hidden stocks" are being accumulated. In fact, it adds that consumers nowadays carry lighter stocks than formerly. The growth in consumption is stated to have come principally from the automobile and tinplate industries. The total output of automobile "units" in the six months October, 1928-March, 1929 was 2,442,846, against 1,512,368 in the same period 1927-28. The increase is 62%. Tinplate is now consuming tin at the rate of 3,600 tons per year more than a year ago. The conclusion arrived at is that, during the next few months we may expect substantially increased buying from America.

WUCHOW TO BE
EVACUATED?

HOSTILE FORCES CLOSING IN.

DISSENSIONS IN KWANGSI CAMP.

(Waik Tz: Yai Pao.)

The Nanking troops, under the command of General Li Ming Shui, are being concentrated at Shuihung. From there they will proceed to Dosing and then an advance on Wuchow will be made. General Ya Tsok Pak, a native of Kwangsi, but an ardent supporter of Chiang Kai Shek is expected to direct operations. He has been in telegraphic communication with General Fan Shek Sheng, who is in command of the Hunan forces, and has asked him to undertake a simultaneous drive from Chaoping, 50 miles North-west of Wuchow and on a tributary of the West River, joining it a few miles above Wuchow. A number of gunboats will support the Canton advance.

It is expected that the Kwangsi troops at Wuchow will retreat westward, but if they manage to elude Fan Shek Sheng they will probably find themselves confronted with the Yunnanese forces who are advancing unopposed into Kwangsi.

An Agreement With Fan Shek Sheng?

Under the pressure of recent defeats the Kwangsi party is being torn by internal dissensions and two factions have emerged, the Wuchow faction headed by Wong Shui Hung and Wong Kuk Cho and the Liuchow faction by Wu Ting Yang and Lui Wun Im. It is reported that the latter have come to an agreement with Fan Shek Sheng. The capture of Wuchow is not likely to be delayed for more than a few days and already names are being mentioned for the principal posts in the province. It is expected that these will go only to Kwangsi men and General Li Ming Shui is being named Director of Disbandment and Reorganisation and Yu Tsok Pak as Chairman of the Provincial Government.

Pei Chung Hsi Directing the Retreat.

According to the *Industrial and Commercial Daily Press* the Kwangsi military headquarters has already been moved from Wuchow, but General Pei Chung Hsi is still in the West River port personally directing the withdrawal from certain points just over the Kwangtung border still held by Kwangsi troops. Rearguard actions are expected at Dosing and Fungchun, but the main forces are retreating to Liuchow.

EVACUATION LIKELY.

[THROUGH REUTER'S AGENCY.]

SHAMEN, May 28.

It is reported that the rebel leaders at Wuchow are preparing to evacuate the town. The Kwangsi troops are retreating.

SWATOW RETAKEN.

NANKING AND FUKIEN TROOPS CO-OPERATE.

According to news received at Canton, Swatow has been taken by Fukien and Nanking troops under the command of Yang Tang Fai, who only left Shanghai on the 23rd instant arriving at Amoy two days later. Swatow was held by pro-Kwangsi troops under Hsu King Tong, but no details are available as to what has become of his force, or whether there was any fighting.

Part of troops who have taken Swatow will be sent to take a share in the offensive against Kwangsi.

KOWLOON TONG MARKET.

PLAN FOR PERMANENT STRUCTURE.

At yesterday's meeting of the Sanitary Board, the Chairman (Mr. N. L. Smith) said that it was still impossible to go ahead with a discussion of the plans for Kowloon Tong Market. The plan submitted by the P.W.D. to Mr. Carr, his predecessor in the chair, had seemed to be of too temporary a nature to satisfy the Board.

The second plan for a more permanent structure had only arrived half an hour before the meeting. It would be circulated to the members of the Board for approval and a discussion on the subject could be held at the next meeting.

HEALTH OF THE COLONY.

CASES OF NOTIFIABLE DISEASE LAST WEEK.

Small-pox figures for last week were reduced to five new cases and four deaths. Three more cases were, however, reported on Monday.

There were three cases of diphtheria (two fatal) and three of enteric. Three more enteric cases (two Indian and one Chinese) were also notified on Monday.

Three deaths from influenza and one from meningitis also appear in last week's returns.

EX-LEADER'S BODY AT NANKING.

IMPRESSIVE SCENES.

LYING-IN-STATE UNTIL SATURDAY.

[THROUGH REUTER'S AGENCY.]

NANKING, May 28. The booming of a 101 gun salute marked the arrival of Dr. Sun Yat Sen's funeral train at Pukow at 10.40 a.m. to-day when amidst most impressive ceremonies he was conveyed aboard the gunboat Weishen for the journey across the river from Pukow.

The railway station was guarded by special troops armed with rifles and manning machine guns. Madame Sun Yat Sen was dressed all in black and walked behind the casket to the Weishen, accompanied by Madame Chiang Kai Shek, Mr. Sun Fo, Mr. T. V. Soong and other Government and Party leaders.

Madame Sun Yat Sen, despite tearstained eyes and the obvious verge of a breakdown, walked bravely aboard the Weishen, and sat facing the coffin in stony silence, oblivious of her surroundings.

The Weishen arrived at Hsiokwan at noon, when the coffin was placed in a special hearse, and conveyed through the streets—which were lined with thousands upon thousands of sightseers—to Central Party Headquarters, where it arrived at 2.45 p.m. Chiang Kai Shek, representing the Party and Government, laid a wreath on the casket.

Most elaborate precautions were taken to prevent any untoward incident. Dr. Sun Yat Sen will lie in state till June 1 when he will be interred.

Close relatives of Dr. Sun Yat Sen and high Government and party officials will stand turns beside the casket, forming a guard of honour.

Sir Robert Ho Tung to Attend.

(Wah Tsz Yat Pao.)

SHANGHAI, May 28. Sir Robert Ho Tung of Hong Kong has left Shanghai for Nanking, to attend the State Burial of Dr. Sun Yat Sen.

DOUBTFUL HUPEH.

LITTLE FAITH IN ITS LOYALTY.

[THROUGH REUTER'S AGENCY.]

HANKOW, May 28. Yesterday the local headquarters of the ex-Hupeh leaders, Chen Ju Hai and Li Shih Chao, were raided by garrison troops.

The cause of the raid is not definitely ascertained, but it is believed that treacherous moves are afoot in west Hupeh, where these generals' troops are stationed. The attitude of all former Hupeh men who occupy Kingchow, Shai and other cities westward is considered most doubtful and though Hu Kuo Kwang is at present at Shai, endeavouring for reorganization it is believed that in the event of hostilities no reliance whatever could be placed on these elements.

FENG NOT TO RETIRE.

(Wah Tsz Yat Pao.)

SHANGHAI, May 28. According to advices from the Military Headquarters, Feng Yu Hsiang has not the least intention to retire, but on the contrary, he is busily making war preparations. The Government troops are also preparing and will begin operations as soon as the State Burial of Dr. Sun Yat Sen is over.

RAID ON A SOVIET CONSULATE.

A REPORT FROM HARBIN.

[THROUGH REUTER'S AGENCY.]

PEKING, May 28. It is learned on very reliable authority from Harbin that the Soviet Consulate there was raided yesterday afternoon by Chinese police, and the entire staff arrested. There are no other details, and the Consulate here is without information.

HAN FU CHU AT CHENGCHOW.

(Wah Keung Pao.)

It is learned that Han Fu Chu has arrived at Chengchow. He has lately wired to Chiang Kai Shek asking for reinforcements. Lung Yun, head of the Yunnan Provincial Administration, has telegraphed to Nanking, saying that his troops have captured Anshun in Kwichow, and are advancing toward Kweichow, the capital of that province.

THE MARRIAGE OF "LINDY."

FAMOUS AIRMAN WEDS MISS MORROW.

UTMOST SECRECY.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, May 28. Colonel Charles Lindbergh, the world-famous aviator, hero of the only solo Atlantic flight, was married at Eaglewood, New Jersey, to Miss Anne Morrow, the daughter of Mr. Dwight Morrow, the U.S. Ambassador to Mexico.

"Shy Young Airman."

"Lindy" and Anne married in big black letters across the top of the front pages of newspapers which proclaimed the marriage of the "shy young airman."

The event has taken precedence over the slump in Wall Street, and forecasts of the British election.

The ceremony at Eaglewood was absolutely secret, in the drawing room of the bride's summer home. There were no bridesmaids or a "best man," and even the servants were not "in the know."

The Presbyterian clergyman omitted the word "obey" from the usual formula, but explained that he usually does, unless the inclusion of the word is requested by the bride and bridegroom.

EX-GERMAN COLONIES.

NOT TO BE RETURNED TO GERMANY.

[THROUGH REUTER'S AGENCY.]

LONDON, May 28. The activities of Von Kuehlmann, ex-German Under-Secretary for Foreign Affairs, aiming at a restoration of ex-German colonies to Germany, was repudiated by Herr Stresemann in a statement at Berlin, to Pressmen.

Kuehlmann recently handed the British Ambassador in Paris a memorandum upon the matter which the Ambassador forwarded to Sir Austen Chamberlain, whose enquiry addressed to the Berlin Foreign Minister elicited a disavowal of the activities of Kuehlmann "who holds no official position."

"MOPPING MABEL."

DISPLEASED WITH PRES. HOOVER.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 27. Dubbed "Mopping Mabel" by "wet" opponents, Mrs. Mabel Willebrandt, Assistant Attorney-General and leading prosecutor in charges of violating the Prohibition laws, announces her early retirement.

The step is believed to be due to her dissatisfaction with the moderate attitude of the Hoover administration towards Prohibition.

CHINESE WAR-LORD ON "MEEKNESS."

ADMIRES CHRISTIAN MISSIONARIES.

[British United Press.]

PEKING.—A Chinese warlord has gone on record as a strong believer in the doctrines of meekness and love, as formulated by both the Christian and Buddhist religions. General Tang Sheng Chi, leader of one of the largest armies in the man in question. He expressed his views before a gathering at Yenching University, the leading Christian mission school in the North.

General Tang, apparently, does not find it incompatible to lead armies into battle and at the same time to profess the Buddhist faith, which forbids taking any kind of life. He declared that the doctrine of universal love, common to Buddhism and Christianity, is to him the greatest of religious conceptions.

The former Hunanese commander, who was chiefly responsible for the retirement of General Chiang Kai Shek in 1927, also stated his profound admiration for Christian missionaries in China.

"The direct and indirect influence of the Christian missionaries upon the different movements in China is indeed far-reaching," he declared. "The pioneer propagandist was the Christian preacher, the pioneer agency, the mission press, the pioneer vernacular book, the Bible, the pioneer scientists, the Christian astronomers of the seventeenth and eighteenth, and the Christian physicians of the nineteenth centuries, and last, not least, the pioneers of freedom of belief and thought."

General Tang, a Chinese Christian, said that the Boxer period who dared to take their stand with the martyrs of other ages.

COTTON TRADE FACTS.

AN INVESTIGATOR'S CONCLUSIONS.

JAPAN'S SUPREMACY.

[THROUGH REUTER'S AGENCY.]

LONDON, May 28. Mr. Arnold Pearce, general secretary of the International Federation of Master Cotton Spinners' and Manufacturers' Associations, has returned from an extensive investigation of the cotton industry in China and Japan.

He attributes Japanese pre-eminence in the cotton world firstly, to the group instinct, which is generated by the family system; secondly, speculation, which permeates all classes. He says that reserves built up from wartime profits, amounting to nearly £7,000,000, for each combine, have enabled the Japanese to extend their home mills and build others in China, where one-third of the total spindles are Japanese.

The third cause of prosperity is organisation; namely, four mill combines control 61 per cent. of the whole industry, then three large cotton-buying firms have cut out all intermediaries between themselves and the wholesaler in China and India.

On the contrary, the European employs compradores, therefore European goods are 4 per cent. dearer than the Japanese.

Labour likewise is cheaper.

Mr. Pearce considers that Japan has reached the saturation point, particularly in China, but they are optimistic, and will not stop building.

U.S. TARIFF BILL.

AMENDMENTS MADE.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 28. The House of Representatives by 136 votes to 80, have approved the amendment of the Tariff Bill, imposing 10 per cent. duty on hides 12 1/2 to 30 per cent. on leather, and 20 per cent. on shoes, all of which articles were up to now on the free list.

'FLU RAVAGES IN BRITAIN.

A HIGH DEATH-RATE.

[BRITISH WIRELESS SERVICE.]

LONDON, May 27. To the influenza epidemic which raged during the early weeks of this year is attributed the fact that with one exception, the death rate for the first quarter of 1929 is the highest recorded for any first quarter for many years.

Deaths registered number 304,233. This was 87,978 more than in the corresponding quarter of 1928. The death rate was 21 per 1,000 for 11.63 of which it is claimed influenza was the contributory cause.

This rate was exceeded only in the first quarter of 1919, when influenza was again responsible for the death rate of 21.3 per 1,000.

NEW YORK 'CHANGE PANIC.

THOUSANDS RUINED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, May 27. Liquidation proceeded steadily and relentlessly on the Stock Exchange all day long.

It is computed that thousands of small speculators are ruined. Statisticians estimate that the Federal Reserve Board's "Campaign of fear" has resulted in the deflation of stock values by billions of dollars.

The leading stocks declined from 30 to 60 points from the peak of the recent bull movement.

STORM IN DUTCH TEA-CUP.

IMPORTERS' PLEA.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, May 27. Ten importers in submitting representations to the Finance Minister, Jonkheer de Geer, contended that the abolition of the tea duty in Great Britain would place the London market in a more favourable position than Amsterdam. They pointed out that even now a larger quantity of Dutch East Indies tea goes to London than to Holland.

Jonkheer de Geer replied that the Government did not contemplate the abolition or the reduction of the import duty.

THE SUEZ CANAL TRAFFIC.

RECORD TONNAGE IN 1928.

INCREASED BUYING BY THE EAST.

[THROUGH REUTER'S AGENCY.]

PARIS, May 27. Tonnage through the Suez Canal in 1928 has established a new record, being nearly 32,000,000 and about 3,000,000 tons better than the previous record, that of 1927.

The number of passengers were fewer, due to the transportation of fewer troops to China.

The British flag is still first with 56.8 per cent. of the total, after which come Holland, Germany, France, Italy (in the order mentioned).

The increased tonnage is accounted for by the expanding buying power of the East.

ELECTION AT RUGBY POSTPONED.

A CANDIDATE'S DEATH.

[THROUGH REUTER'S AGENCY.]

LONDON, May 28. In consequence of the death of the Labour candidate, Mr. Yates, the Rugby election has been postponed. The new nomination will be on June 7, and polling on June 13.

Long-Shot Liberals!

LONDON, May 27.

Election insurance effected at Lloyd's yesterday are equivalent to odds of 10/6 against a Conservative majority, 2/1 against a Labour majority and 50/1 against a Liberal majority.

"KING" AMANULLAH.

SAFETY IN BOMBAY.

[THROUGH REUTER'S AGENCY.]

BOMBAY, May 27. A Bombay Government representative met the special train conveying ex-King Amanullah, ex-Queen Souriya and party on their arrival here.

The public were excluded from the platform. Amanullah, looking depressed and fatigued, immediately drove off rapidly in a Rolls-Royce motor car amid shouts of "Allah Huakbar." ("God is great") from the crowd of Mahomedans and Pathans.

The ex-Queen and others followed in other cars.

There was also an ambulance with nurses, which was kept in readiness, in view of Souriya's imminent accouchement. It drove away empty.

The party is staying at the Taj Mahal Hotel.

THE SINO-TURKESTAN EXPEDITION.

DR. SVEN HEDIN SICK.

[British United Press.]

PEKING.—Dr. Sven Hedin, the eminent Swedish explorer, has been compelled to return to the United States for medical treatment, but his expedition into Chinese Turkestan has gone ahead without him, by Dr. Hedin's order.

Dr. Hedin has been suffering from neuritis for several months, being under treatment in Peking. When he had agreed to give a lecture on his work here, he was compelled to take morphine in order to keep his promise.

Although Dr. Hedin is 64 years old, and has spent 40 years in visiting remote spots of the earth, he was determined to go with his expedition into Chinese Turkestan this year. His physicians told him that he should not attempt it, but he remained, for several weeks in Peking hoping to get better. However, he finally was compelled to leave for America, where he will get special treatment.

A special part of Dr. Hedin's expedition is already in Chinese Turkestan, making meteorological investigations. This group includes a number of Chinese scientists and students who went out with him in the autumn of 1926.

The remainder of the party, Swedish and Chinese, is starting out from Peking while Dr. Hedin is in America. The great explorer hopes to join them later in the year, but his physicians doubt whether this will be possible.

OILFIELDS IN IRAQ.

TRI-PARTITE PACT.

A DEVELOPMENT SCHEME.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 28. Negotiations have been concluded for a tri-partite agreement which will shortly be signed in London between the United States, Britain, and Iraq under which the sovereignty of Iraq is recognised and American interests protected.

Five American oil companies will participate with the British, French, and Dutch concerns in the development of the Iraq oilfields.

"MISSING LINK" AT PEPING.

SCIENTISTS INTERESTED.

[British United Press.]

PEKING.—That the real "missing link" has finally been discovered in the so-called Peking Man, is the growing conviction of an international group of scientists now assembled in Peking.

Discoveries have been recently made in the limestone deposit 35 miles from this city which, added to those already made, have convinced the scientists that the "Peking Man" is the oldest human remains yet discovered, and that probably he was not a man at all, but the immediate ancestor of man, linking him with the lower mammals.

Dr. Walter Granger, chief paleontologist of the American Museum of Natural History, who has been in close touch with the Swedish, Canadian, and Chinese scientists who have been working on the "Peking Man," states his conviction that the "missing link" which has been for so long the object of scientific exploration, has at last been found.

Since excavation of the deposit in which the Peking Man was buried has been resumed this year, additional teeth and parts of the skull have been found which give the scientists a fairly complete conception of the "Peking Man."

These excavations are still proceeding under international auspices, and it now appears certain that the "Peking Man" is one of the most important discoveries ever made, from a scientific point of view.

Discovery of the "Peking Man" has been so gradual that the find has not received the publicity which the scientists have now decided that it deserves. In the autumn of 1921, the Swedish archaeologist, Dr. J. G. Anderson, discovered some important mammal fossils in the limestone deposit near Peking. It happened that Dr. Granger was visiting Dr. Anderson at the time, and he viewed the deposit, which was a limestone cliff of the Pleistocene period.

Disposal of Fossils.

The fossils discovered were shipped back to Sweden for study, and in the laboratory there, the scientists suddenly came upon a tooth which was undeniably that of a man or of a mammal hitherto unknown. This was the first intimation of the existence of the "Peking Man."

This discovery was at once reported to the scientists in China, and arrangements were made to make thorough excavations of the limestone cliff in which the tooth was found. Money was obtained from the Rockefeller Foundation, a Chinese organisation formed with the funds remitted from the American Boxer indemnity. The work was put in charge of Davidson Black, a Canadian, head of the department of anatomy in the Peking Union Medical College, and a comparative anatomist of international reputation.

During the intervening years, about twenty teeth, parts of the jaw and of the upper part of the skull have been unearthed. Additional made this year have been of great importance in enabling the scientists to "place" the Peking Man.

By agreement, the fossils, which are likely to rank as one of the greatest scientific discoveries, will remain in the museum of the China Survey in Peking.

SAFETY OF LIFE AT SEA.

COMMITTEE MAKES PROPOSALS.

VALUE OF LIFE-RAFTS.

[BRITISH WIRELESS SERVICE.]

LONDON, May 27. The subject of boats and other life-saving appliances in passenger ships has been under consideration by a Committee of the International Conference on the Safety of Life at Sea, now sitting in London.

The previous International Conference, held in 1914, which followed the loss of the Titanic, was of very great public interest and was centred in this question of life-saving appliances.

The life-boats on the Titanic were sufficient for 1,178, but only 632 left the Titanic in boats out of a total of 3,901 persons on board.

1914 Conclusions.

A popular demand was made for boats for all, and the Conference made provision to meet this demand.

The Convention of 1914 has not come into operation as a Convention, but national regulations contain many of the Convention provisions, and for some years past practically all ocean-going passenger ships have been fitted to comply with the Convention standard as regards the number of lifeboats carried. The experience gained since 1914, however, has shown the necessity for boats being carried so as to be readily available for launching, and it has also proved that where this requirement is not complied with the provision of a large number of lifeboats may be a source of danger.

Life-Saving Appliances.

The Life-Saving Appliances Committee have, therefore, kept before them two main points, firstly, that all life-saving appliances on a ship shall be readily available, and secondly, that they shall be adequate.

On this matter the Committee's proposals are, firstly, that every lifeboat on board should be so carried as to be readily available in emergency and no boat should be carried which will impede the prompt handling of boats that are available, and secondly, that these readily available boats on ocean-going passenger ships should provide accommodation for all persons on board.

In addition the Committee propose that light, buoyant apparatus be provided, which will float in the sea and provide persons with some thing to which they can cling if, by reason of the rapid sinking of a vessel, it has been impossible to get them away on boats. Such apparatus is a definite addition to the sources of safety and will be provided in determined proportion to the number of persons on board.

Regarding the use of life-rafts, these have proved to be of greater service than inboard boats.

The Committee contemplate that administrations might, if satisfied that rafts will be more useful than boats, allow rafts in substitution for boats over and above a certain specified minimum accommodation in lifeboats, such minimum being sufficient to ensure that in the North Atlantic passenger trade and in most of the other trades lifeboat accommodation will be provided for all.

Life-Rafts.

Wireless.

In view of the improved reliability of motor lifeboats, the Committee express the opinion that where more than a certain number of lifeboats are carried one or more should be motor-boats fitted with wireless installations and searchlights.

Attempt to Kidnap.

Missionaries' Escape.

An attempt to kidnap missionaries for ransom was frustrated by the Chinese police at Hangchow a few days ago.

According to a report just received, six men were loitering near the Hangchow University when a military officer saw them. He became suspicious of their movements, and decided to question them.

Knowing that two policemen were stationed at the entrance to the university he enlisted their help, and the three went to the spot to intercept them. The malcontents, on seeing the party, fled in different directions.

The officer fired his revolver and wounded one in the leg, while the two policemen caught another of the malcontents.

It was discovered that one of the captured men had a pistol in his possession. The two were taken to the police station nearby, and from their confession it is learned that they intended to kidnap one or two of the missionaries attending the conference being held at the university.

Telegrams in Brief.

Major-General Fawcus, at present Deputy Director-General of Army Medical Services, has been selected for the appointment of Director-General of Army Medical Services, in succession to Lieutenant-General Sir Matthew Fell, who is retiring at his own wish in September next.

A remarkable motoring journey has been completed by the arrival in London of two Indians, M. Conagashy and G. Pillay, after eight months of strenuous driving. They started from Penang and in the course of adventurous traversing of over 11,000 miles, they have had to pass through snow-drifts, mud and a trackless desert. The trip was accomplished in a British light car.

His Highness Seyyid Khalifa bin Harub, Sultan of Zanzibar, will arrive in London on Friday next as the guest of the British Government, and his visit will continue until Friday, July 5. The Sultan will be accompanied by his son, Seyyid Abdullah, and Sheikh bin Suleiman. He will be officially welcomed by the Government on arriving at Victoria Station, and while in London will reside at Hyde Park Hotel.

HOME YACHTING COMMENCES.

RECORD NUMBER OF CRAFT.

SHIPYARDS' BUSY SEASON.

[British United Press.]

LONDON, May 28.—The yachting season officially opened to-day with a regatta held under the auspices of the Royal Harwich Yacht Club, at the small Essex seaport of Harwich.

Owing to the crowded and congested conditions of the roads, many automobile fans are turning their attention to yachting and motor-boating. The number of craft which will be seen on the rivers and sea coasts promises to be a record. Meanwhile, shipyards in the various yachting centres, have been veritable hives of industry, repainting and refitting vessels for the 1929 season.

His Majesty's Yacht.

There are several new vessels nearing completion in the yards, and the numerical strength of the principal class will be maintained by the inclusion of the new yacht Candida, which is being constructed at the Gosport yard of Messrs. Camper and Nicholson.

This vessel, which has been designed by Nicholson, will carry the colours of Mr. H. A. Andrews, who last summer owned the 19 metre cutter Carona.

King George's yacht, Britannia, has not been fitted out for this season owing to his Majesty's illness. The famous old cutter will be greatly missed this season at many ports, but yachtsmen look forward to the time when the King's racing flag—red and blue, with the "Prince of Wales" white feathers in the centre—will fly again when his Majesty's health permits him to enjoy the salt sea breezes from the decks of the Britannia.

Although King George's cutter will not compete this season, the old warriors, Sir Thomas Lipton's Shamrock, Sir Mortimer Singer's Astra, Sir William Berry's Cambria, Lord Waring's White Heather, Mr. A. A. Paton's Lulworth, and Mr. T. B. F. Davis' Westward, will maintain the keen competition among the big yachts.

A Popular Class.

The 12 metres yachts continue to be the most popular class among owners and during the coming season, two new recruits will be seen in the class. Flica has been designed by Nicholson for Mr. C. R. Fairley, whilst Fife is responsible for the lines of a new motorboat for Mr. Wilfred Leachman.

The Flica is designed on similar lines to the Mouette, constructed last season for Mr. T. O. M. Sopwith who achieved the fine record of thirty-five prizes with forty-one starts. If Nicholson, who also designed the Mouette, has succeeded in improving upon the latter vessel, the Flica should make a bold bid for the championship of the class.

Several British yachtsmen who spent their winter months in the south of France, successfully competed at the regatta held by the Yacht Club of Juan-les-Pins and Antilles. Captain Arthur Paget achieved several victories at both regattas, while Mr. Benjamin Guinness' six-metre Quixia had two firsts, and a second, and Sokia, also the property of Mr. Guinness, was credited with one victory.

The popularity of ocean yacht racing increases each season, and the Fastnet race, which starts from Cowes on August 14, promises to be an event of outstanding interest from the number of entrants expected. The course will be from Cowes through Spithead, thence to the Fastnet Rock, where the yachts turn and race back to Plymouth completing a course of 615 sea miles. Given another period of fine weather similar to last season, some keen contests should be forthcoming.

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Money and Markets

HONG KONG MARKET REPORTS.

Yesterday's quotations for rice and other edible commodities are as follow:

Rice.	Per Picul
Hung Sing	87.08
Blue Mung Keng	87.07
Hung Po To	86.88
Broken Green Seal	7.57
Granulated, Blue Seal	6.22
No. 1	6.01
Granulated, Blue Seal	5.66
No. 2	5.66
Glutinous, Ching Hung	8.05
Cherk	7.47
Glutinous, Red Seal	7.47
Glutinous Broken, Red Seal	6.49
Miscellaneous.	
Sugar, granulated, No. 18	6.53
course	
Sugar, granulated, No. 24	7.43
course	
Brown sugar, Java	5.76
White Bird's edible Nest, No. 1	4,000.00
White Bird's edible Nest, No. 2	1,250.00
Dried Mushroom, Heung Shun, Poochow	130.00
Dried edible sea-weed in sheets	5.00
Melon Seeds, Newchwang	15.20
Dried chestnut	11.00
Aniseed	17.40
Honey	30.00

CANTON TRADE NOTES.

Tow-boats and steam launches plying between Canton and the country districts have resumed operations and are sailing to nearly all the country districts.

The sugar market in Hong Kong is dull and as exportation is limited merchants are overstocked. A quantity of green sugar was recently imported from Manila, and met but very little demand.

Since the anti-Japanese Boycott has lifted large consignments of straw hats have been imported from Japan. This has adversely affected straw hat manufacturers in the city and merchants who placed large orders with Shanghai for Chinese straw hats expect to lose on the deals.

According to a telegram of the 26th from New York, the price of silk has dropped sharply due to the competition of artificial silk. Last week, quotations were fifteen cents lower (American money) per pound. The market in Canton is quiet. Few transactions have been made and prices have fallen.

The present "financial crisis" has caused considerable losses among money changers and native bankers. Besides the Central Bank notes, the value of the public loan bonds and treasury notes has dropped to about thirty per cent. of their nominal value and there is no demand for them even at that figure.

An unprecedented rise in the price of rice is being experienced in Shuihing, and rice of common grade is sold at only four catties to the dollar. Shuihing is a poor rice producing district and depends upon imported supplies. The fighting on the West River, is, of course, the cause of shortage in supply and exorbitant costs.

The flour market in Hong Kong remains dull. On Monday, thousands of bags of flour were imported from Annam although the market was already overstocked. Unless merchants reduce prices stocks are likely to remain on their hands. The merchants declare, however, that at present prices they are making no profit.

For several weeks, the 50-cent and the 10-cent auxiliary notes issued by the Municipal Bank were not accepted owing to the uncertainties of the military situation. Following the recent successes of the Canton Army these notes are now in circulation as usual. Normally these notes are popular in the markets as they are more convenient to carry than silver coins.

As already reported, the Central Bank of China embarked all its bullion in gunboats when the city was expected to fall. The bank suspended business on the 21st inst. but is re-opening on June 3. The Canton Government Mint will also resume work in the course of a few days and has arranged to convey back to Canton the silver bullion taken recently to Hong Kong.

The making of rattan goods is one of the largest industries in Kwangtung and the export is considerable. There has been a brisk demand for rattan goods from China and the United States and Canada and exports this year have been about fifty per cent. more than last year. Chinese merchants in America have been selling rattan goods at prices of four dollars upwards.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

May 29, 1929	
H.K. Banks	\$1,245 buy, 1,250 sell.
Do. London	213 1/2 nom.
Chartered Banks	11 1/2 buy.
Merchants Banks, A.	23 1/2 nom.
Do. B.	21 1/2 nom.
P. & O. Banks	29 1/2 nom.
East Asia Banks	29 1/2 nom.
Canton Insurance	25 1/2 buy.
Union Insurance	24 1/2 sel.
North China Ins.	116 1/2 buy.
Yangtze Insurance	21 1/2 nom.
China Underwriters	22 1/2 sel.
China Fire Insurance	27 1/2 nom.
H.K. Fire Ins.	23 1/2 sel.
Do. Marine	23 1/2 sel.
H.K. Steamboats	23 1/2 sel.
H.K. Tugs	22 1/2 sel.
Indo-China (Prof.)	24 1/2 buy.
Do. (Def.)	27 1/2 nom.
Shell Transport	27 1/2 nom.
Union Waterboats	23 1/2 sel.
Benguet	23 1/2 buy.
Kailash Mining & Dev.	6 1/2 nom.
Langkai (combined)	14 1/2 nom.
Do. (single)	14 1/2 nom.
S'hai. Explorations	21 1/2 nom.
Shanghai Loans	21 1/2 sel.
Ranbe	21 1/2 sel.
Tromoh Mines	17 1/2 nom.
H.K. & W. Wharves	11 1/2 buy.
H.K. & W. Docks	23 1/2 sel.
China Provident	24 1/2 sel.
Hongkong	178 1/2 nom.
New Engineering	11 1/2 buy.
Shanghai Docks	11 1/2 buy.
Ewo Cottons	12 1/2 buy.
Oriental Cottons	11 1/2 buy, 2 1/2 sel.
S'hai. Cottons (old)	11 1/2 sel.
Do. (new)	11 1/2 sel.
H.K. & S. Hotels	28 1/2 buy, 29 1/2 sel.
H.K. Hotels	28 1/2 buy.
Shanghai Loans	11 1/2 nom.
Rumohr Estate	11 1/2 sel.
H.K. Realities	28 1/2 sel.
H.K. Tramways	21 1/2 buy.
Peak Tram (old)	21 1/2 buy.
Do. (new)	24 1/2 nom.
Star Ferries	20 1/2 nom.
China Lights, Cum. Rights	11 1/2 buy.
Do. Rights	11 1/2 sel.
H.K. Electric	25 1/2 sel, 26 1/2 nom.
Macao Electric	21 1/2 nom.
Sandakan Lights	22 1/2 sel.
Telephones	27 1/2 nom.
China Buses	11 1/2 buy.
Singapore Tractions	11 1/2 sel.
Do. (Pref.)	11 1/2 buy.
China Sugars	20 1/2 nom.
Malacca Sugars	27 1/2 nom.
Canton Ice	21 1/2 buy.
Cementa (combined)	23 1/2 sel.
Do. (old)	27 1/2 nom.
Do. (new)	21 1/2 nom.
United Asbestos	25 1/2 buy.
Dated Farms	11 1/2 buy.
Watsons	21 1/2 sel, 22 1/2 nom.
Do. & W. Ltd.	22 1/2 buy.
Lane Crawford	22 1/2 sel.
Macintoshes	21 1/2 buy.
Sincere	21 1/2 buy.
Wm. Powells	23 1/2 sel.
H.K. Amusements	23 1/2 sel.
H.K. Constructions	21 1/2 sel.
H.K. Indus. G. & B. Bonds	27 1/2 nom.
H.K. Govt. Loans	27 1/2 prem. buy.
buy.—buyers; sel.—sellers; nom.—nominal.	

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

CANTON, May 27.	
Water Works	23.00
Electric Light & Power	4.50
Canton-Hankow Railway	.51
The Sun Company	97.50
Sincere Company	120.00
Nanyang Bros. Tob. Co.	4.50
Canton Tramways	2.80
China Merchants' Steam Navigation Co.	48.00
Central Bank of China	43.00

"GATEWAY TO DIVORCE."

DECREE FOR FORMER LIFE GUARDS OFFICER.

Mr. Justice Hill, in the Divorce Court granted a decree nisi to Captain Christopher Digby Leyland, formerly of the Life Guards, of Haggerston Castle, Beal, Northumberland, on the ground of the misconduct of his wife, Sylvia Evelyn Leyland, with Mr. Roland Norris Fawcett.

Capt. Leyland, who was married in November 1916, was given custody of the three children of the marriage.

Mr. Justice Hill said that misconduct was the gateway to divorce, and this sometimes led to misconduct which otherwise would not have been committed, and also to fictitious misconduct and attempts to deceive the Court.

Captain Leyland seemed to have thought that such an appearance of misconduct could be created in this case, and that this would be sufficient to give his wife freedom, and he went to an hotel with a woman friend.

Mr. Justice Hill was satisfied, on the evidence that there was no misconduct. Captain Leyland immediately told his solicitors all about it, and naturally they laughed at his face; at any rate, it was not assumed that there had been any attempt to deceive the court. On the contrary, the court had been told all about it.

AN UNLUCKY STONE.

"DIAMOND HANDCUFFS" AT THE QUEEN'S.

A FILM PLAY IN THREE ACTS.

[BY OUR FILM CRITIC.]

The director of "Diamond Handcuffs," which you can see to-day at the Queen's Theatre, has turned to a convention, unavoidable on the stage but hitherto, I believe, disregarded on the screen, of dividing his story into three acts. Such a deliberate hampering of the greater freedom of story telling allowed by the screen, is only excusable because the plot falls into three definite parts, but there seems to be no real reason why the three component parts should not have been better welded. I think it would have been more satisfactory if the third part had been omitted, since the two earlier "acts" are sufficient to make a good story by themselves. The third act seems to have been added in order to comply with the demand for "crook" films and plays and to get Eleanor Boardman's name onto the hoardings.

"Diamond Handcuffs" purports to tell the story of a great diamond, from its finding in a South African mine, and showing each stage of the misery which it brings to all who handle it.

The first act tells how "Musa," a bad hearted halfaste girl, persuades her lover "Niambo," who works in the mine to steal a diamond for her. The most interesting scenes are in this act, but one hopes that it does not present a true picture of existing labour conditions. There is also some excellent acting by Charles Stevens, who acts the part of "Niambo," and is by far the most living personality in the film.

Then we are taken to New York and introduced to the family life of "Cecile" and "John"—played respectively by Gwen Lee and Conrad Nagel. "Musa" is their maid. Cecile accepts the diamond, now set in a ring from "Jerry," her husband's friend, as the price of her favours, and after a scene of discovery "Musa" once more makes off with the spoil.

The third act takes part in an "underworld" cafe. Eleanor Boardman, the "girl" of the lively proprietor, has seen the diamond in a shop window and covets it. Her associates steal it, but refuse to give it to her and it has to pass out of the story, leaving "Tillie" (Eleanor Boardman) entering in a love affair with a virtuous and handsome young man, played by Lawrence Gray, with only a tiny chip of a diamond set in the ring which seals their love.

There are interesting scenes, and certainly the first act is well worth seeing, but the story suffers from being too loosely knit. There are, however, many worse films than "Diamond Handcuffs."

ARMED BUILDING ROBBERY.

PRISONER SENT FOR TRIAL.

A Chinese who was charged before Mr. T. S. Whyte Smith at Kowloon Magistracy yesterday with complicity in an armed robbery with others at No. 1A, Armend Building on May 1, was committed for trial.

Sub-Inspector Dorling said that the robbery was committed at the servants' quarters of the address mentioned, the victims of the robbery being two amahs. At about 7.50 p.m. on May 1, they were sitting in a room in the servants' quarters talking and sewing when they heard a noise outside and went out and asked who was there. No reply was given, but almost immediately three men entered the room armed with daggers. They ordered the two amahs to keep silent and quickly bound and gagged them. They then ransacked the room and stole 11 pieces of clothing, a \$10 bill, and \$1.50 in small money. After staying about a quarter of an hour they escaped through the scavenging lane at the back of the building.

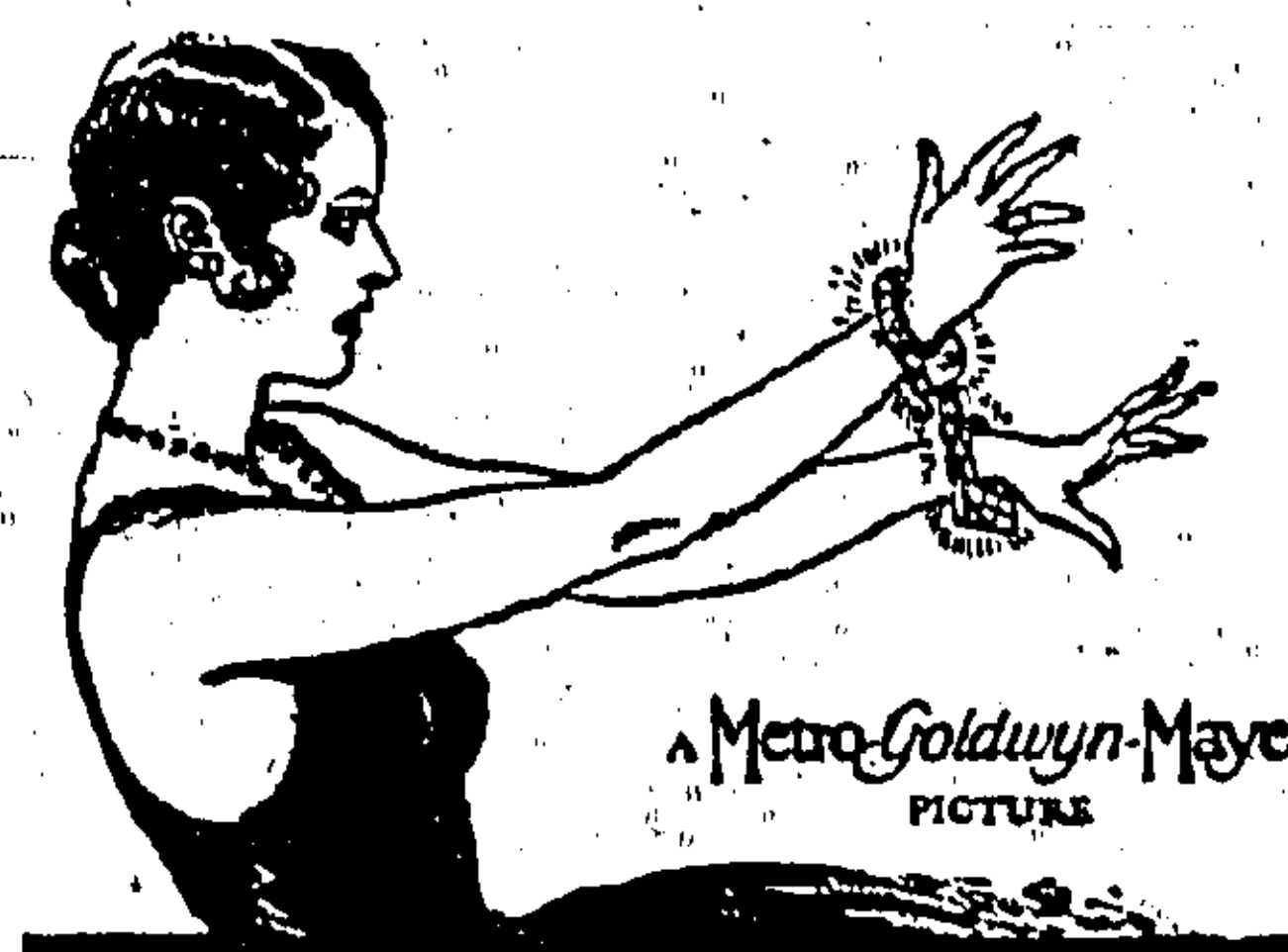
On May 3, the defendant was arrested while sleeping on a step in Rutter Street. At an identification parade he was picked out by one of the amahs, and by the husband of the other amah, as the man whom he saw looking through a window in the servants' quarters the night before the robbery.

Some clothing traced to prisoner was also identified by the amahs, and at the Police Station the missing \$10 note was found concealed in a seam of his coat.

The defendant, in answer to the charge pleaded guilty and added that he had nothing to say.

HEARTS AND DIAMONDS—

—clash in an unforgettably stirring picture. A story of the drama of human lives that follows the course of a magnificent diamond!



DIAMOND HANDCUFFS

with
ELEANOR BOARDMAN, CONRAD NAGEL
AT THE
QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

The entertaining story of a little shop girl who dreams of being a stage star and makes her dream come true!

SALLY O'NEIL

IN BECKY

With
OWEN MOORE
AT THE
WORLD TO-DAY at 5.15 & 9.20.
TO-MORROW at 2.30, 5.15, 7.15 & 9.20.
To-day at 2.30 & 7.15—Chinese Picture, "The Phantom Palace."

MORE ROMANTIC THAN "THE TEMPTRESS,"
GREATER EVEN THAN "FLESH AND THE DEVIL."

GRETA GARBO

IN THE DIVINE WOMAN

with LARS HANSON
AT THE
STAR TO-DAY & TO-MORROW
At 5.30 & 9.20.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 28.			
	Previous Day	On Date	On Date
	at 4 p.m.	at 10 a.m.	at 2 p.m.
Barometer	29.71	29.52	29.78
Temperature	75	79	79
Humidity	75	74	69
Wind			
Direction	E	E	E
Force	3	3	4
Weather	C	C	O
Pain	0.02	0.00	0.00
Highest open-air Temperature, 27.79			
Lowest open-air Temperature, 26.75			

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From May 29 to June 4, 1929.

HIGH WATER. LOW WATER.

Days of Week	Date of Month	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Wed.	29	h. m.	h. m.	h. m.	h. m.
		No. infer.	high	low	wat.
Thur.	30	11 39	6 3	8 45	1 4
		No. infer.	high	low	wat.
Fri.	31	0 31	6 2	8 42	1 5
		No. infer.	high	low	wat.
Sat.	1	1 37	5 8	10 34	1 6
		No. infer.	high	low	wat.
Sun.	2	2 15	5 5	11 19	1 7
		No. infer.	high	low	wat.
Mon.	3	3 14	5 3	12 11	1 8
		No. infer.	high	low	wat.
Tues.	4	4 12	5 0	1 02	2 0
		No. infer.	high	low	wat.
		7 19	4 7	1 10	2 2

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H.M. The Late King George V.

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10 years old.

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The French Store
Beaconsfield Arcade.

BASEBALL IN U.S.A.

NEW YORK YANKEES AND GIANTS.

HOYT IMPROVING HIS GAME.

New York.—With the playing season just recently begun, managers of American and National League Baseball Clubs are making final preparations for what looks to be a closely contested season. Injuries have caused some of the managers to revise their line-ups, however to offset this there are many fine prospects among the new players who have come to the major leagues for the first time.

Miller Huggins, manager of the New York Yankees present champions of the American League, anticipates a hard fight but believes that his pitching strength will carry his team to the fourth consecutive pennant. The Yankees have started the season with virtually the same team which won the world's championship for them last year, and in addition have sufficient reserve talent to fill the gap in case injury overtakes them later in the season.

Many sports writers here believe it not unlikely that the two New York teams have the best chances to win in their respective leagues. The New York Yankees have won three of the last four world series and are striving to win the pennant and series again to set an American League record.

Heimach and Piggas.

Pennock, Hoyt, Heimach, and Piggas, four outstanding pitchers of the 1928 championship team, are with Manager Huggins this year and it is believed in many quarters that this is the nucleus of the best pitching staff in the league. Rhodes and Sherid are another pair of pitchers who are expected to win more than their share of games. Pennock, who in 1928, won seventeen games and only lost six, caused much concern during the spring season as his arm needed nursing. Supporters of the Yanks are hopeful that he will return to his last year's form before the season is many weeks old. Hoyt, considered the leading pitcher of the league last year, won twenty-three games and lost only seven. It is generally believed that if the old hurling staff equals the record of 1928, the New York Yankees are going to win their fourth straight world's series and set an American League record that is likely to stand for quite some time.

Prior to the opening of the season, Miller Huggins, who has managed the Yanks for eleven years, made this statement concerning his pitching strength: "I am entirely satisfied that my first string pitching staff will do its part when the season gets under way, and my pitching plans are exactly what they were when we left camp. I have three right handers and a southpaw to work regularly during the first month of the season. The right-handers are Hoyt, Piggas, and Johnson, and the left hander will be either Heimach or Zachary."

A Strong Infield.

In the outfield Ruth, who scored one-hundred-sixty-three runs in 1928, will have batting strength in his supporting outfielders, Combs and Meusel. Babe Ruth, the strongest hitter in baseball, made fifty-four home runs last season and is expected to make a great effort to equal the mark this year.

The infield of the Yankees is strong at bat and well-balanced in the field. Lazzeri at second base and Durocher at short-stop present a strong combination. As for the third base position Koenig, a good hitter and a fighting player, will receive the assignment and should be able to hold up his end of the infield. Lou Gehrig, with a batting average of .374 in 1928, and a home run hitter who appears to be Ruth's chief rival pleases most fans at first base.

The Yankees have reserve catchers to aid Bengough who played in fifty-eight games last year. Grabowski, Dickey, and Jorgens, are promising catchers and the team is well fortified behind the bat. With good fielding strength and more batting power than any team in baseball, the New York Yanks are favoured to win the American League pennant, by many critics and fans. Critics of the pitching staff console themselves with the thought of the great batting strength of the Yankees and believe that little matters if their hitting is as good as in the past few seasons.

In the National League, the New York Giants started the season in good physical condition and regardless of the outcome of the first days of play, are picked by many to win the flag in the league. The Giants had an unusually good training season and are in excellent shape for the first drive after the pennant.

Three Left-Handers.

The Chicago Cubs, considered by critics to have one of the strongest pitching staffs in the National

BY MAIL, WIRE, AND WIRELESS.

Rome.—In his answer to Mussolini's speech, which greatly perplexed the Catholic World, the Pope takes a strong attitude against the Fascist view upon education. He emphatically deprecates a state education of the youth upon the grounds that religious and home influences will for ever remain to be the greatest factors in moulding a character whilst the Fascist idea of raising a race of conquerors would, if all nations followed this suit, be disastrous to the spirit of international reconciliation, unless it would be added that spiritual and not material conquests are meant by it.

Dublin.—Thousands of Irish peasants assembled at the quay side at Galway to witness the arrival of the Hapag-Liner Cleaveland, as the first trans-Atlantic steamer, making Galway a regular port of call. At the reception on the ship, the Mayor of Galway declared that this event constituted a landmark of Ireland's industrial development.

New York.—Although the Russian imports show an all-round decrease, American exports suffered least under this setback, losing 37 million roubles from October to February against 44.9 million roubles in the corresponding period. This mainly resulted in the fact that the Russians were buying more Australian wool. The Americans are determined to recapture the Russian market. It is reported that an American textile delegation under Eduard Harley will visit Russia in the autumn.

Warsaw.—Poland has complained to Moscow on account of anti-Polish speeches delivered by members of the Ukrainian Soviet Government who declared that 7 million Ukrainians were being trodden under the Polish boot. It is simultaneously reported from Prague that a new Ukrainian emigrant government has been formed under Shapoval, demanding the separation of Soviet Ukraine from Moscow and the incorporation of all Ukrainian lands under Poland.

London.—Little Dorrit's church, St. George the Martyr, Southwark, is in peril. Cracks many feet long have appeared in the walls and crypt, and they are gradually widening. Work was started this month to make the building safe, and the rector is appealing for £5,000 to meet the cost.

Brussels.—The Zele Tubize textile factory, in Belgium, has been destroyed by fire. The damage is rated at a high figure.

Shanghai.—An inquest was held by Commissioner A. Krikel, on the body of Oskar A. Olsen, deck store-keeper on the Dollar steamship, President Hayes, who fell overboard from a tender and was drowned.

Rome.—The Pope has decided to participate in the procession to St. Peter's Square, on May 30.

Shanghai.—The four Stinson Detwiler airplanes ordered by the Minister of Communications from America arrived here on the President Grant. The planes will be used on the Shanghai-Nanking air mail line, which is scheduled to be inaugurated on June 1.

League are sure to encounter great difficulty when opposing the Giants is the belief of many supporters of the team. New Yorkers, who would like to have another world's series between their two teams are very optimistic over the prospect.

It is said that Manager McGraw is well pleased with the Giants so far as the training and conditioning season is concerned and expects to be well in the race before mid-summer arrives. Prior to the opening game of the season, Roger Peckinpaugh, Manager of the Cleveland club of the American League predicted that the Giants had enough class to win the National League pennant. Commenting on a manager before the season this makes New York supporters feel enthusiastic about the chance of an all New York series this fall for the championship of the United States.

The Giants have three left-handers in the outfield Leach, Walsh, and Ott. Walsh proved a batting star during the closing days of the spring training season and with Ott and Leach the Giants have a fairly strong outfield. The infield is supposed to be the greatest point in favour of the Giants winning this year—and some contend that Reese at second base, Lindstrom at third, Terry at first and Jackson at short constitute what is believed by many to be the best infield in the league. Hognan, catcher of the Giants is able to bear up under a difficult season and the pitching staff is stronger this year than last. Walker, Scott, and Fitzsimmons are three hurlers who are doped to win consistently for their teams.

New York surely has two strong contenders for premier honours in the great American sport and many believe that the New York Yankees and the New York Giants will win the world's championship and meet in the fall for the World's Championship.

EXTRA-TERRITORIAL PRIVILEGE.

DR. SZE ON ANGLO-CHINESE FRIENDSHIP.

DIFFICULTIES AND HARDSHIPS FOR ALL PARTIES.

(British United Press.)

"Difficulties and some hardships on both sides," are likely to mark the period of transition which will follow the proposed abolition of extra-territorial rights in China, said Dr. Alfred Sze, newly-appointed Chinese Minister to Britain, to members of the British Chamber of Commerce and the China Association in an address at Shanghai prior to his departure for Nanking, where he will confer with Government officials before his departure for London probably late next month.

Addressing an audience largely opposed to the abolition of extra-territoriality, as proposed in the Chinese Note of April 27 to the Washington Conference Powers, Dr. Sze said:—

"I wish to express my sincere thanks for the opportunity you have given me to meet the members of these two important British organisations who are interested in the commercial, financial and economic relations of the Republic of China and Great Britain. I am especially thankful of the opportunity which you have provided for the exchange of views on questions in which the peoples of our two countries are mutually interested. I have been away from China a considerable time, not so long a time as measured by the calendar, but a period of great importance from the standpoint of international happenings in the Far East and the world generally. Hence I felt the necessity of returning to my native land for a visit and conference with officials of the National Government before proceeding to assume my new duties as Minister to Great Britain."

Anglo-American Interests.

"In a way, I think I might be pardoned for calling myself China's Minister to the English-speaking peoples, for my diplomatic experience has largely been confined to Great Britain and the United States. In 1911 I was appointed Minister to the United States, but did not proceed to Washington due to the fact that I was appointed Minister of Communications when Mr. Tang Shao Yi was Premier. In June, 1914, the year of the outbreak of the World War, I was appointed Minister to Great Britain, where I served until 1921 when I was transferred to Washington as Minister to the United States and have served in that post continuously since that time. It may thus be seen that my diplomatic service for my country has been almost entirely with the two branches of the English-speaking peoples—America and Great Britain—the two countries which have developed to a greater extent possibly than any other countries, the theories of constitutional government and of personal liberty and inviolability of private property rights. I mention these things because my own country is now passing through a period of political tutelage, as envisaged by our late leader Dr. Sun, and is thus rapidly progressing toward the final stage, which is known as 'genuine constitutional government.' My long experience in London and Washington and my close association with British and American officialdom have convinced me that it is possible for our peoples to live and work together in harmonious relationship with each other's point of view and approach our problems in a genuine spirit of equality."

PASSENGERS.

Arrivals.

The following passengers arrived here yesterday from the United Kingdom via Singapore per a.s. Sarpedon.—Mr. O. O. Bill, Dr. J. A. Carroll, Mrs. W. M. Dickson, Miss N. A. Hutchinson, Mr. G. T. Morris, Mr. E. L. Morrison, Mrs. A. M. Morrison, Miss M. Neville, Mrs. J. D. Phelan, Mr. T. Pollard, Mrs. L. B. Raines, Miss E. S. Smith.

Departures.

The following first class passengers left by the A.M.L. liner President Hayes for Seattle yesterday.—Mr. Go Zuino Lay, Capt. Miguel Morales, Dr. and Mrs. A. Pond, Major and Mrs. L. B. Bender, Miss D. T. Bender, Master John Bender, Master L. B. Bender, Jr., Mr. W. P. Anthe, Miss Eleanor Halpern, Mr. N. B. Saleeby, Mr. E. George, Mr. Hu Kee Ping, Mr. C. E. Peacock, Mr. Su Chak Choy, Mr. Fong On, Mr. Ling Hui, Mr. Chan Tuo Kang, Mr. Luk Hong Min, Mr. Hung Ying, Mr. Li Hoi Wan, Mr. Li Sze Nam, Mrs. Tong Lung Shi, Mr. Leung King, Mr. Leung Tam, Mr. Shee, Mr. and Mrs. R. P. Leong, Mr. Pun Yue Wei, Mr. Chou Tze

British Co-operation With China.

"Speaking particularly of Great Britain, since I am soon to depart for my new post in London, I am sure that our two peoples can co-operate for our mutual benefit. The interests of Chinese and foreigners in general are so closely linked together and interdependent that neither can do anything to injure the interests of the other without also injuring the interests of many of their own people who are directly interested in trade and other relationships. It is also true that any measure which truly benefits one, cannot fail in the long run to equally benefit the other."

"History teaches us that true nationalism, once awakened in a people, is bound to remain awake and ultimately succeed. No power, however mighty has ever succeeded in crushing nationalism. Its course of progress may be temporarily checked or diverted, but the eventual reaction, as in the case of the law of the pendulum, is in direct ratio to the impediment which has been placed in the path of its progress."

The Example of Turkey.

"In this connection I have in mind the example of Turkey, which has proved conclusively that foreigners can live and trade in a country where extra-territoriality and other so-called 'unequal' treaty conditions once removed. It was my good fortune recently to have the opportunity of visiting Turkey, and there I found foreigners engaged in business, educational and other professions pursuing their normal activities, despite the fact that prior to the revision of the treaties they dreaded the day when they would be forced to live and conduct their affairs without the extra protection which they believed to be indispensable."

Converted Opponents.

"The reason for the present amicable relationship of foreigners residing in Turkey with the Government and people of Turkey is due largely to the fact that since the abolition of extra-territoriality the general feeling of hatred and suspicion which characterised the old days, have disappeared and have been replaced by a spirit of good-will and mutual co-operation. I might mention the interesting experience of the American merchants and others in Turkey who previously opposed the abolition of extra-territoriality, but completely changed their attitude and after the revision of the treaty were among the first to urge upon the American Congress the immediate ratification of the new treaty. As business-men you will agree with me that good-will is a most important element in all business transactions, and on all occasions of human relationships, and from a national standpoint, the good-will of a quarter of the world's population is worth cultivating and preserving."

The Transition Period.

"However, I am not unmindful that immediately after the abolition of extra-territoriality there must follow a period of adjustment to the new conditions. This period of transition is unavoidable and may, in some cases, cause much difficulties and some hardship on both sides. Wise statesmanship on both sides will work for a shortening of the period of transition and a minimising of the hardships and difficulties. The work of our Governments will be greatly facilitated if they have the co-operation and assistance of all parties concerned. Believing as I

do in the validity of the fundamental principles as I have outlined them, you may be assured that my best efforts will be devoted to the minimising of any possible ill-effects that may come from a readjustment of our treaty relationships from the old and antiquated system to the modern system which we are all working to bring about in the relations of our two peoples."

Britain's Only Interest is Trade.

"In many ways the Chinese nation resembles the British nation, particularly in the desire of our two peoples for normal trade relationships. His Excellency the British Minister, if I remember correctly, soon after coming to China, assured us that all the British people desire is to live and trade in China under peaceful conditions. As I follow the public statements of the spokesmen of the National Government, the policy of our Government is to encourage foreign investment, and in this connection they are prepared to afford the fullest security in the power to foreign lives and property. They are, however, equally desirous of and insist upon the complete abolition of extra-territoriality at the earliest possible date. In other words, if I may be permitted to state the desire of the National Government and of the Chinese nation as well, it is that China wholeheartedly welcomes the foreign trader, but China wants them to come to trade in China as they would go and trade in other countries, that is, without having, or claiming any special privileges which they would not be equally willing to grant to Chinese traders in their countries. China wishes to follow the Confucian Golden Rule, that we do not wish others to do of us what other nations do not accord to Chinese nationals residing in their country."

The Golden Rule.

"In the recent treaties which have been concluded between China and other countries on the tariff and other questions, we have observed the principle that the Chinese nation does not ask the other Powers for anything which they have not already, and repeatedly said to China and to each other among themselves, as their declared policy toward China. In this connection, I can do no better than quote the opening paragraphs of the Treaty pertaining to 'Principles and Practices Concerning China' which was signed by the various countries represented at the Washington Conference, Article 1. The Contracting Powers, other than China, agree:

- (1) To respect the sovereignty, the independence, and the territorial and administrative integrity of China;
- (2) To provide the fullest and most unembarrassed opportunity to China to develop and maintain for herself an effective and stable government;
- (3) To use their influence for the purpose of effectually establishing and maintaining the principle of equal opportunity for the commerce and industry of all nations throughout the territory of China;
- (4) To refrain from taking advantage of conditions in China in order to seek special rights or privileges which would abridge the rights of subjects of citizens of friendly states, and from countenancing action inimical to the security of such States.

The coxswain of the Meridian Star states that on the 8.55 p.m. trip from Kowloon, when about a third of the way across the harbour, a Chinese first-class passenger suddenly handed him a hat saying "take this." He explained to the astonished coxswain that it belonged to another passenger who had jumped over the side of the ferry and disappeared.

SUICIDE FROM FERRY LAUNCH?

MYSTERY OF A HAT.

It is reported that a Chinese passenger committed suicide by jumping overboard from a Star Ferry on Monday evening. No trace can be found of the supposedly missing man and no-one, with the exception of one Chinese passenger, saw the alleged suicide.

The coxswain of the Meridian Star states that on the 8.55 p.m. trip from Kowloon, when about a third of the way across the harbour, a Chinese first-class passenger suddenly handed him a hat saying "take this." He explained to the astonished coxswain that it belonged to another passenger who had jumped over the side of the ferry and disappeared.

ROBBERY ON A JUNK.

An armed robbery on a fishing junk took place at Mongkok on Monday evening and the woman-owner of the vessel was fired at.

CHINESE WOMAN WOUNDED.

She was received a bullet wound in the right arm and was taken to Kwong Wah Hospital.

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To San Francisco and Los Angeles To Seattle and Victoria
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays
Fortnightly sailings on Tuesdays

Pres. Grant, Tu., June 4, 3 a.m.
Pres. Cleveland, Tu., June 18
Pres. Pierce, Tu., July 2
Pres. Taft, Tu., July 16

Pres. Lincoln, Tu., June 11
Pres. Madison, Tu., June 25
Pres. Jackson, Tu., July 9
Pres. McKimley, Tu., July 23

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Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Polk, Sun., June 2, 8 a.m.
Pres. Adams, Sun., June 16, 8 a.m.
Pres. Harrison, Sun., June 30, 8 a.m.

Pres. Johnson, Sun., July 14, 8 a.m.
Pres. Jackson, Sun., July 28, 8 a.m.
Pres. Taft, Sun., Aug. 11, 8 a.m.

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12th June

For

PORT SAID, HAVRE, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTI PORTS.

SAILING LIST.

OTHER SAILINGS:—
M.S. "Siam" ... 8th June
M.S. "Panama" ... 17th June
M.S. "Danmark" ... 18th July
M.S. "Java" ... 14th August
M.S. "Asia" ... 1st Sept.
M.S. "Chile" ... 30th June

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

Telephone C. 4071. Agents.

(41)

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "SARFEDON"

FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 28th May.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 6th June, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 19th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

28th May, 1929. [7855]

She was received a bullet wound in the right arm and was taken to Kwong Wah Hospital.

The woman told the police that she was asleep in the dinghy astern of her junk and was awakened by strange noises on deck. She saw three men who threatened her with revolvers, telling her that if she raised an alarm she would pay for it with her life.

Nevertheless, the women blew a police whistle and the robbers made off, one of them deliberately taking aim at her with his revolver as she ran away.

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ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Polk, Dollar, June 2.
Pres. Adams, Dollar, June 16.

AMOI.

Hosang, Jardine's, May 29.
Sunning, B. & S., May 29.
Haiyang, Douglas, May 31.
Tijaroem, J.C.J.L., June 1.
Antung, B. & S., June 2.
Tijoroa, J.C.J.L., June 2.
Haiching, Douglas, June 4.
Sinkiang, B. & S., June 4.
Kwaiyang, B. & S., June 9.
Santhia, B.I., June 9.
Tijebot, J.C.J.L., June 14.
Tijondari, J.C.J.L., June 14.
Kumsang, Jardine's, June 15.
Tahda, B.I., June 21.
Tjikembang, J.C.J.L., June 24.

ANTWERP.

Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Angir, Melchers, June 8.
City of Glasgow, Bank, June 10.
Malaya, Manners, June 12.
Asuta Maru, N.Y.K., June 15.
Jeypore, P. & O., June 15.

AUSTRALIAN PORTS.

Tanda, E. & A., May 31.
Changte, B. & S., June 18.
Calulu, Dodwell's, June 22.
Tango Maru, N.Y.K., June 24.

BALIC PORTS.

Fulda, Melchers, June 2.
Malaya, Manners, June 12.
Main, Melchers, June 19.

BALTIMORE.

Nelus, B.F., June 5.
Comeliebank, Bank, June 7.
City of Mobile, Bank, June 15.

BANGKOK.

Hirundo, Thoresen's, June 2.
Kiangsu, B. & S., June 2.
Kwangtung, B. & S., June 5.
Hiram, Thoresen's, June 9.
Kaying, B. & S., June 9.

BELAWAN DELI.

Fulda, Melchers, June 2.
Cremier, J.C.J.L., June 6.
Main, Melchers, June 10.
Trier, Melchers, June 29.

BOMBAY.

Penang Maru, N.Y.K., May 29.
Sado Maru, N.Y.K., June 11.
Rajputana, P. & O., June 22.

BOSTON.

Asuka Maru, N.Y.K., May 31.
Pres. Polk, Dollar, June 2.
Nelus, B.F., June 5.
Imperial Prince, Furness, June 6.
Comeliebank, Bank, June 7.
City of Mobile, Bank, June 15.
Pres. Adams, Dollar, June 16.
Japanese Prince, Furness, June 20.

BREMER.

Fulda, Melchers, June 2.
Angir, Melchers, June 8.
Main, Melchers, June 19.
Trier, Melchers, June 29.

BRINDISI.

Rosandra, Dodwell's, May 29.
Romolo, Dodwell's, June 7.
Fiume, Dodwell's, June 15.
Venezia, Dodwell's, June 25.

CALCUTTA.

Akita Maru, N.Y.K., May 31.
Namsang, Jardine's, June 8.
Suisang, Jardine's, June 3.
Tahda, B.I., June 12.

CEBU.

Kentucky, States S.S., May 31.
Tacoma, States S.S., June 3.
Washington, S.S.S., June 17.
Golden Tide, S.S.S., June 21.

CHEFOO.

Huichow, B. & S., May 29.
Sarpedon, B.F., May 31.
Kueichow, B. & S., June 14.

COLOMBO.

Penang Maru, N.Y.K., May 29.
Rosandra, Dodwell's, May 29.
Duisburg, J.C.J.L., June 1.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Fulda, Melchers, June 2.
Pres. Polk, Dollar, June 2.
Sphinx, M.M., June 4.
Romolo, Dodwell's, June 7.
Angir, Melchers, June 8.
Delta, P. & O., June 8.
Aeneas, B.F., June 11.
Sado Maru, N.Y.K., June 11.
Fiume, Dodwell's, June 15.
Jeypore, P. & O., June 15.
Sauerland, J.C.J.L., June 15.
Pres. Adams, Dollar, June 16.
Angir, Melchers, June 19.
Rajputana, P. & O., June 22.
Gleniffer, Jardine's, June 26.
Perim, P. & O., June 29.
Trier, Melchers, June 29.

CORINTHACEN.

Delhi, Gilman's, June 5.
Malaya, Manners, June 12.
Canton, Gilman's, June 24.

DALNY.

City of Cambridge, Bank, May 29.
Sarpedon, B. & S., June 2.
Liangchow, B. & S., June 2.
Trier, Melchers, June 29.
Kanchow, B. & S., June 9.
Lahn, Melchers, June 14.

DUTCH PORTS.

Diomed, B.F., May 30.
Duisburg, J.C.J.L., June 1.
Fulda, Melchers, June 1.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Delhi, Gilman's, June 5.
Angir, Melchers, June 8.
City of Glasgow, Bank, June 10.
Sauerland, J.C.J.L., June 10.
Aeneas, B.F., June 11.
Malaya, Manners, June 12.
Jeypore, P. & O., June 15.
Sauerland, J.C.J.L., June 15.
Asuta Maru, N.Y.K., June 15.
Main, Melchers, June 19.
Canton, Gilman's, June 24.
Perim, P. & O., June 29.
Trier, Melchers, June 29.
Gleniffer, Jardine's, June 26.

FOOCHOW.

Haiyang, Douglas, May 31.
Haiching, Douglas, June 4.
Huichow, B. & S., June 4.

GENOA.

Duisburg, J.C.J.L., June 1.
Fulda, Melchers, June 2.
Pres. Polk, Dollar, June 2.
Glaucus, B.F., June 3.
Angir, Melchers, June 8.
Dakar Maru, N.Y.K., June 10.
Sauerland, J.C.J.L., June 15.
Pres. Adams, Dollar, June 16.
Cyclops, B.F., June 20.
Trier, Melchers, June 29.

GLASGOW.

Glaucus, B.F., June 3.
Aeneas, B.F., June 11.
Cyclops, B.F., June 20.

GOTHENBURG.

Delhi, Gilman's, June 5.
Malaya, Manners, June 12.
Canton, Gilman's, June 24.

HAIPHONG AND HOIHOW.

Tonkin, M.M., June 4.
Kwangtung, B. & S., June 5.
Teau, B. & S., June 7.

HAMBURG.

Diomed, B.F., May 30.
Duisburg, J.C.J.L., June 1.
Lahore, P. & O., June 1.
Fulda, Melchers, June 2.
Delhi, Gilman's, June 5.
Angir, Melchers, June 8.
City of Glasgow, Bank, June 10.
Malaya, Manners, June 12.
Jeypore, P. & O., June 15.
Sauerland, J.C.J.L., June 15.
Main, Melchers, June 19.
Canton, Gilman's, June 24.
Perim, P. & O., June 29.
Trier, Melchers, June 29.

HAYRE.

Glaucus, B.F., June 3.
Malaya, Manners, June 12.
Cyclops, B.F., June 20.

HONOLULU.

Taiyo Maru, N.Y.K., May 29.
Taiyo Maru, N.Y.K., May 30.
Pres. Grant, Dollar, June 4.
Tenyo Maru, N.Y.K., June 12.
Pres. Cleveland, Dollar, June 18.

ILOILO.

Kentucky, States S.S., May 31.
Tanda, E. & A., May 31.
Comeliebank, Bank, June 3.
Tacoma, States S.S., June 3.
Washington, S.S.S., June 17.
Golden Tide, S.S.S., June 21.

JAPAN PORTS.

Antiochus, B.F., May 29.
Hosang, Jardine's, May 29.
Taiyo Maru, N.Y.K., May 29.
Ginyo Maru, N.Y.K., May 30.
Tyndareus, B.F., June 1.
Quarrington Court, Jar., June 2.
Trier, Melchers, June 2.
General Metzing, M.M., June 4.
Emp. of France, C.P.S., June 5.
Rangoon Maru, N.Y.K., June 6.
Panama, Manners, June 8.
Machon, B.F., June 9.
Santhia, B.I., June 9.
Sauerland, J.C.J.L., June 10.
Suwa Maru, N.Y.K., June 10.
Machon, B.F., June 11.
Nippon, Dodwell's, June 11.
Pres. Lincoln, Dollar, June 11.
Machon, B.F., June 12.
Tenyo Maru, N.Y.K., June 12.
Glenahane, Jardine's, June 14.
Lahn, Melchers, June 14.
Tsushima Maru, N.Y.K., June 14.
Danmark, Manners, June 17.
Shidzuka Maru, N.Y.K., June 17.
Andre Lebon, M.M., June 18.
Kumsang, Jardine's, June 18.
Pres. Cleveland, Dollar, June 18.
Bellerophon, B.F., June 20.
Eimavo, Dodwell's, June 20.
Takada, B.I., June 21.
Gleniffer, Jardine's, June 22.
Rhinecland, J.C.J.L., June 25.
Emp. of Russia, C.P.S., June 26.
Nagara, Gilman's, June 28.

JAYA PORTS.

Tjikarang, J.C.J.L., June 5.
Tijmanock, J.C.J.L., June 5.
Tijoroa, J.C.J.L., June 15.
Tijalak, J.C.J.L., June 19.

LIVERPOOL.

Glaucus, B.F., June 3.
Dakar Maru, N.Y.K., June 10.
Cyclops, B.F., June 20.

LONDON.

Diomed, B.F., May 30.
Lahore, P. & O., June 1.
Katori Maru, N.Y.K., June 1.
Delta, P. & O., June 8.
City of Glasgow, Bank, June 10.
Aeneas, B.F., June 11.
Jeypore, P. & O., June 15.
Atsuta Maru, N.Y.K., June 15.
Rajputana, P. & O., June 22.
Perseus, B.F., June 25.
Gleniffer, Jardine's, June 26.
Perim, P. & O., June 29.

LOS ANGELES.

Ginyo Maru, N.Y.K., May 30.
Pres. Grant, Dollar, June 4.
Gold Hind, S.S.S., June 4.
Pres. Cleveland, Dollar, June 18.

MANILA.

Kentucky, States S.S., May 31.
Tanda, E. & A., May 31.
Duisburg, J.C.J.L., June 1.
Pres. Polk, Dollar, June 2.
Tacoma, States S.S., June 3.
Pres. Lincoln, Dollar, June 4.
Nelus, B.F., June 5.
Tijmanock, J.C.J.L., June 5.
Pres. Cleveland, Dollar, June 5.
Sauerland, J.C.J.L., June 15.
Tijoroa, J.C.J.L., June 15.
Pres. Adams, Dollar, June 16.
Washington, S.S.S., June 17.
Change, B. & S., June 18.
Emp. of Russia, C.P.S., June 18.
Pres. Madison, Dollar, June 18.
Tijalak, J.C.J.L., June 19.
Calulu, Dodwell's, June 22.
Pres. Pierce, Dollar, June 22.
Tango Maru, N.Y.K., June 24.
Trier, Melchers, June 29.

MARSEILLES.

Diomed, B.F., May 30.
Duisburg, J.C.J.L., June 1.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Fulda, Melchers, June 2.
Pres. Polk, Dollar, June 2.
Sphinx, M.M., June 4.
Angir, Melchers, June 8.
Delta, P. & O., June 8.
City of Glasgow, Bank, June 10.
Dakar Maru, N.Y.K., June 10.
Aeneas, B.F., June 11.
Jeypore, P. & O., June 15.
Sauerland, J.C.J.L., June 15.
Asuta Maru, N.Y.K., June 15.
Angir, Melchers, June 19.
Main, Melchers, June 19.
Canton, Gilman's, June 24.
Rajputana, P. & O., June 22.
Perseus, B.F., June 25.
Perim, P. & O., June 29.

MELBOURNE.

Pres. Polk, Dollar, June 2.
Pres. Adams, Dollar, June 16.

NEWCASTLE.

Liangchow, B. & S., June 2.
Kanchow, B. & S., June 9.

NEW YORK, BOSTON, etc.

Asuka Maru, N.Y.K., May 31.
Pres. Polk, Dollar, June 2.
Nelus, B.F., June 5.
Imperial Prince, Furness, June 6.
Comeliebank, Bank, June 7.
City of Mobile, Bank, June 15.
Pres. Adams, Dollar, June 16.
Japanese Prince, Furness, June 20.

NORTH CHINA.

Sarpedon, B.F., May 30.
Tijaroem, J.C.J.L., June 1.
Trier, Melchers, June 2.
Panama, Manners, June 8.
Lahn, Melchers, June 14.
Danmark, Manners, June 17.

ORAN.

Fulda, Melchers, June 2.
Main, Melchers, June 19.

OSLO.

Delhi, Gilman's, June 5.
Canton, Gilman's, June 24.

PORTLAND.

Wisconsin, S.S.S., June 1.
Iowa, S.S.S., June 20.

PANAMA.

Ginyo Maru, N.Y.K., May 30.
Asuka Maru, N.Y.K., May 31.

PENANG.

Penang Maru, N.Y.K., May 29.
Akita Maru, N.Y.K., May 31.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Pres. Polk, Dollar, June 2.
Suisang, Jardine's, June 3.
Cremier, J.C.J.L., June 6.
Delta, P. & O., June 8.
Namsang, Jardine's, June 8.
Sado Maru, N.Y.K., June 11.
Tahda, B.I., June 12.
Jeypore, P. & O., June 15.
Pres. Adams, Dollar, June 16.
Rajputana, P. & O., June 22.
Perim, P. & O., June 29.

PLYMOUTH.

Rajputana, P. & O., June 22.

RABAT.

Bremerhaven, Melchers, June 5.
Calulu, Dodwell's, June 22.

RANGOON.

Akita Maru, N.Y.K., May 31.

SAIGON.

Sphinx, M.M., June 4.
Angir, M.M., June 18.

SANDAKAN.

Tanda, E. & A., May 31.
Hosang, Jardine's, May 29.
Mausang, Jardine's, June 16.
Calulu, Dodwell's, June 22.

SAN FRANCISCO.

Taiyo Maru, N.Y.K., May 29.
Ginyo Maru, N.Y.K., May 30.
Wisconsin, S.S.S., June 1.
Pres. Grant, A.M.L., June 4.
Golden Hind, S.S.S., June 8.
Tenyo Maru, N.Y.K., June 12.
Pres. Cleveland, Dollar, June 18.
Iowa, S.S.S., June 20.

SCANDINAVIAN PORTS.

Delhi, Gilman's, June 5.
Malaya, Manners, June 12.
Canton, Gilman's, June 24.

SEATTLE.

Tyndareus, B.F., June 1.
Pres. Lincoln, Dollar, June 11.
Shidzuka Maru, N.Y.K., June 17.
Proteus, B.F., June 20.
Pres. Madison, Dollar, June 22.

SHANGHAI.

Antiochus, B.F., May 29.
Hosang, Jardine's, May 29.
Sarpedon, B.F., May 29.
Sunning, B. & S., May 29.
Taiyo Maru, N.Y.K., May 29.
Pres. Grant, Dollar, June 4.
Gold Hind, S.S.S., June 4.
Pres. Cleveland, Dollar, June 18.

SHANGHAI—(Continued).

Chenan, B. & S., June 2.
Liangchow, B. & S., June 2.
Quarrington Court, Jar., June 2.
Szechuen, B. & S., June 2.
Tijoroa, J.C.J.L., June 2.
Trier, Melchers, June 2.
Waishang, Jardine's, June 2.
General Metzing, M.M., June 4.
Pres. Grant, A.M.L., June 4.
Sinkiang, B. & S., June 4.
Automedon, B.F., June 5.
Chaksang, Jardine's, June 5.
Emp. of France, C.P.S., June 5.
Linan, B. & S., June 5.
Rangoon Maru, N.Y.K., June 6.
Kashgar, P. & O., June 7.
Panama, Manners, June 8.
Kwongsang, Jardine's, June 8.
Machon, B.F., June 9.
Kanchow, B. & S., June 9.
Soochow, B. & S., June 9.
Mirzapore, P. & O., June 10.
Sauerland, J.C.J.L., June 10.
Suwa Maru, N.Y.K., June 10.
Tilington Court, P.O., June 10.
Nippon, Dodwell's, June 11.
Machon, B.F., June 11.
Pres. Lincoln, Dollar, June 11.
Tenyo Maru, N.Y.K., June 12.
Glenahane, Jardine's, June 14.
Lahn, Melchers, June 14.
Tijebot, J.C.J.L., June 14.
Tijondari, J.C.J.L., June 14.
Tsushima Maru, N.Y.K., June 14.
City of Athens, Bank, June 16.
Danmark, Manners, June 17.
Shidzuka Maru, N.Y.K., June 17.
Kumsang, Jardine's, June 18.
Pres. Cleveland, Dollar, June 18.
Bellerophon, B.F., June 20.
Rimavo, Dodwell's, June 20.
Gleniffer, Jardine's, June 22.
Tjikembang, J.C.J.L., June 24.
Pres. Madison, Dollar, June 25.
Rhinecland, J.C.J.L., June 25.
Emp. of Russia, C.P.S., June 26.
Nagara, Gilman's, June 28.

SINGAPORE.

Penang Maru, N.Y.K., May 29.
Akita Maru, N.Y.K., May 31.
Duisburg, J.C.J.L., June 1.
Katori Maru, N.Y.K., June 1.
Lahore, P. & O., June 1.
Antung, B. & S., June 2.
Fulda, Melchers, June 2.
Pres. Polk, Dollar, June 2.
Glaucus, B.F., June 3.
Suisang, Jardine's, June 3.
Sphinx, M.M., June 4.
Kwangtung, B. & S., June 5.
Cremier, J.C.J.L., June 6.
Romolo, Dwell's, June 7.
Wakasa Maru, N.Y.K., June 7.
Angir, Melchers, June 8.
Delta, P. & O., June 8.
Namsang, Jardine's, June 8.
Kwaiyang, B. & S., June 9.
Aeneas, B.F., June 11.
Sado Maru, N.Y.K., June 11.
Tahda, B.I., June 12.
Jeypore, P. & O., June 15.
Sauerland, J.C.J.L., June 15.
Pres. Adams, Dollar, June 16.
Angir, Melchers, June 19.
Main, Melchers, June 19.
Cyclops, B.F., June 20.
Rajputana, P. & O., June 22.
Perseus, B.F., June 25.
Gleniffer, Jardine's, June 26.
Perim, P. & O., June 29.
Trier, Melchers, June 29.

SOUTH AFRICAN PORTS.

Wakasa Maru, N.Y.K., June 7.
Ginyo Maru, N.Y.K., May 30.
Wakasa Maru, N.Y.K., June 7.

SWATOW.

Hosang, Jardine's, May 29.
Huichow, B. & S., May 29.
Chenan, B. & S., May 30.
Sarpedon, B.F., May 30.
Hosang, Douglas, May 31.
Antung, B. & S., June 2.
Waishang, Jardine's, June 2.
Hirundo, Thoresen's, June 2.
Kiangsu, B. & S., June 2.
Szechuen, B. & S., June 2.
Haiching, Douglas, June 4.
Chaksang, Jardine's, June 5.
Linan, B. & S., June 6.
Hiram, Thoresen's, June 9.
Kaying, B. & S., June 9.
Kwaiyang, B. & S., June 9.
Kwongsang, Jardine's, June 9.
Soochow, B. & S., June 9.
Kueichow, B. & S., June 14.

TAKAO.

Sarpedon, B.F., May 31.
City of Cambridge, Bank, May 29.
Huichow, B. & S., May 29.
Chipsing, Jardine's, May 31.
Trier, Melchers, June 2.
Kueichow, B. & S., June 14.
Lahn, Melchers, June 14.

TRIESTE AND VENICE.

Rosandra, Dodwell's, May 29.
Romolo, Dodwell's, June 7.
Fiume, Dodwell's, June 15.
Venezia, Dodwell's, June 25.

TIENTSIN.

Sunning, B. & S., May 29.
Hosang, Jardine's, May 29.
Sarpedon, B.F., May 30.
Szechuen, B. & S., June 2.
Trier, Melchers, June 2.
Waishang, Jardine's, June 2.
Sinkiang, B. & S., June 4.
Chaksang, Jardine's, June 5.
Kwongsang, Jardine's, June 9.
Soochow, B. & S., June 9.
Lahn, Melchers, June 14.

VICTORIA, B.C.

Tyndareus, B.F., June 1.
Emp. of France, C.P.S., June 5.
Proteus, B.F., June 20.
Emp. of Russia, C.P.S., June 26.

VANCOUVER, B.C.

Tyndareus, B.F., June 1.
Emp. of France, C.P.S., June 5.
Pres. Lincoln, Dollar, June 11.
Shidzuka Maru, N.Y.K., June 17.
Proteus, B.F., June 20.
Pres. Madison, Dollar, June 22.
Emp. of Russia, C.P.S., June 26.

EXPECTED ARRIVALS AND MOVEMENTS.

Achilles due from Singapore June 21.
Aeneas due from Shanghai June 11.
Adrastus due from Europe July 4.
Agapenor due from Singapore July 23.
Akita Maru due from Japan May 25.
Alipore due from Europe June 18.
Altai Maru left for Shanghai May 14.
Andes Maru due June 8.
Angers due from Shanghai June 18.
Antenor due from Europe July 25.
Antiochus due from Europe May 29.
Anyo Maru due from Singapore June 24.
Arafura due from Australia July 8.
Asphalion due from Japan June 2.
Asuka Maru due from Singapore May 27.
Atsuta Maru due from Japan June 14.
Autolyos due from Europe June 29.
Automedon due from Europe June 5.
Awa Maru left for Shanghai May 27.
Bellerophon due from Europe June 19.
Bessa due from Europe June 5.
Bingo Maru due from Singapore June 12.
Bokuyo Maru due from Singapore May 31.
Canton due from Shanghai June 21.
Cape Cornwall due May 31.
Carnarvonshire due from Shanghai May 27.
Celebes Maru due from Singapore June 17.
Change due from Japan June 11.
Chenan due from Shanghai May 23.
Chicago Maru due from East Africa May 30.
City of Glasgow due from Shanghai June 10.
City of Athens due from Singapore June 15.
City of Bedford due from Singapore July 19.
City of Evansville due from Singapore June 24.
City of Lille due from Shanghai May 17.
City of Mobile due from Shanghai June 17.
City of Singapore due from Europe May 29.
City of Tokio due from Europe July 6.
Cremier due from Straits May 23.
Cyclops due from Japan June 20.
Dakar Maru due from Japan June 14.
Danmark Maru due from Singapore May 31.
Delhi due from Japan June 1.
Delta due from Japan June 7.
Derfflinger due from Europe July 2.
Diomed due from Shanghai May 30.
Elveric due May 24.
Emp. of Asia due from Vancouver July 1.
Emp. of France due from Shanghai May 27.
Emp. of Russia due from Vancouver July 17.
Eumaeus due from Singapore May 25.
Franken left for Singapore May 20.
Fuime due from Shanghai June 18.
Fulda due from Shanghai June 29.
Genoa Maru left for Japan May 25.
Ginyo Maru arrived from Japan May 25.
Glaucus due from Shanghai May 30.
Glenbe left for Singapore May 28.
Hakone Maru left for Shanghai May 26.
Havelland due from Europe June 25.
Hinsang due from Sandakan June 4.
Idomeneus due from Japan July 23.
Indus Maru due from Singapore June 19.
Jeypore due from Japan June 15.
Kakasa arrived London May 29.
Kashgar due from Europe June 6

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 29th May	3 p.m.
AMOI, SHANGHAI & TIENTSIN	"SUNNING"	On 29th May	5 p.m.
SWATOW & SHANGHAI	"CHENAN"	On 30th May	10 a.m.
AMOI, SWATOW & SHANGHAI	"ANTUNG"	On 2nd June	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SECHUEN"	On 2nd June	10 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 2nd June	Noon
SHANGHAI, NEWCHOW & DALRY	"LIANGCHOW"	On 2nd June	3 p.m.
AMOI, SHANGHAI & TIENTSIN	"SINKIANG"	On 4th June	5 p.m.
HONGKONG, SINGAPORE & BANGKOK	"KWANGTUNG"	On 5th June	10 a.m.
SWATOW & SHANGHAI	"LINAN"	On 6th June	8 a.m.
HONGKONG, SHANGHAI & HAIPHONG	"TEAN"	On 7th June	10 a.m.
AMOI, SWATOW & SHANGHAI	"KWEIYANG"	On 9th June	6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 9th June	10 a.m.
SWATOW & BANGKOK	"KAYING"	On 9th June	Noon
SHANGHAI, NEWCHOW & DALRY	"KANGCHOW"	On 9th June	3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 14th June	11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 25th June	11 a.m.

SAILINGS SUBJECT TO ALTERATION.

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HONGKONG TO AUSTRALIAN PORTS
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Excellent & Most Up-to-date Fleet & Superior Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Days Here	Days to Sail
CHANGTE	11th June	18th July
TAIPING	15th July	18th July
CHANGTE	13th August	20th August
TAIPING	10th September	17th September

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AMERICAN & MANCHURIAN LINE
(ELDERMAN & BUCKNELL S.S. CO., LTD.)

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S.S. "NELEUS"	via Suez Canal	5th June
S.S. "CITY OF MOBILE"	via Suez Canal	15th June
S.S. "MACAO"	via Suez Canal	3rd July

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.

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HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

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AUGMENTED SERVICE
SAILINGS EVERY 14 DAYS
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AND
NEW YORK

T.S. "IMPERIAL PRINCE"	June 6th
M.V. "JAVANESE PRINCE"	June 20th
T.S. "BRITISH PRINCE"	July 4th

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To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
SPHINX ... 4th June	G. METZINGER ... 4th June
ANGERS ... 15th June	ANDRE LEBON ... 18th June
G. METZINGER ... 2nd July	PORTHOS ... 2nd July
ANDRE LEBON ... 16th July	CHENONCEAUX ... 16th July
PORTHOS ... 30th July	ATHOS II ... 30th July
CHENONCEAUX ... 13th Aug.	D'ARTAGNAN ... 13th Aug.
ATHOS II ... 27th Aug.	SPHINX ... 27th Aug.
D'ARTAGNAN ... 10th Sept.	ANGERS ... 10th Sept.

We can issue Through Tickets to Egypt, Syria, Persia, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

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Telephone: C. 651 and 740 2, Queen's Building.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	MAY 27, 1929.										MAY 28, 1929.									
	Hour	Bar	Therm	Humid	Wind	Wave	State	Bar	Therm	Humid	Wind	Wave	State	Bar	Therm	Humid	Wind	Wave	State	Bar
Vladivostok	12	29.90	75.9	55	ESE	4	c	6	29.98	76.0	62	...	...	...	...	...	...	...	...	...
Namuro	11	29.84	75.0	...	NNW	2	...	5	29.80	75.0	...	...	...	...	...	...	...	...	...	...
Hokodate	...	29.94	76.3	...	SSW	2	...	...	29.98	76.0	...	...	...	...	...	...	...	...	...	...
Tokyo	...	29.98	76.1	...	SSE	1	...	...	30.00	76.0	...	...	...	...	...	...	...	...	...	...
Kobe	...	29.99	76.0	...	...	0	...	...	29.84	75.8	...	...	...	...	...	...	...	...	...	...
Nagasaki	...	29.86	75.3	...	SSE	2	...	...	29.78	75.6	...	...	...	...	...	...	...	...	...	...
Kagoshima	...	29.84	75.0	...	ENE	2	...	...	29.69	75.0	...	...	...	...	...	...	...	...	...	...
Oshima	...	29.69	75.0	...	...	...	...	...	29.69	75.0	...	...	...	...	...	...	...	...	...	...
Naha	...	29.72	75.5	...	...	0	...	...	29.73	75.0	...	...	...	...	...	...	...	...	...	...
Tagakijima	...	29.71	75.4	...	NNW	3	...	...	29.78	75.5	...	...	...	...	...	...	...	...	...	...
Donin Island	...	29.92	76.0	...	SSW	1	...	...	29.94	76.0	...	...	...	...	...	...	...	...	...	...
Cheloo	13	29.91	75.7	71	ESF	1	b	6	29.90	75.9	62	100	...	...	...	...	...	...	...	...
Shanghai	14	29.97	76.1	78	ENE	2	b	...	29.95	76.0	89	89	...	...	...	...	...	...	...	...
Gutzlaff	...	29.99	76.1	67	NE	4	b	...	29.98	76.1	88	81	NNW	...	...	...	...	...	...	...
Sharp Peak	...	29.97	75.6	73	E	4	b	...	29.82	75.7	68	90	NE	...	...	...	...	...	...	...
Amoy	...	29.74	75.0	82	E	4	b	6	29.81	75.2	70	75	E	...	...	...	...	...	...	...
Swatow	...	29.78	75.6	78	E	4	b	...	29.76	75.6	70	90	NE	...	...	...	...	...	...	...
Taihekou	11	29.79	75.6	73	E	4	b	5	29.81	75.2	66	94	E	...	...	...	...	...	...	...
Taihu	...	29.67	75.6	86	N	2	b	...	29.76	75.6	73	...	ESE	...	...	...	...	...	...	...
Taiwan	...	29.67	75.6	86	N	2	b	...	29.73	75.1	75	...	NE	...	...	...	...	...	...	...
Koshun	...	29.67	75.6	77	NNW	2	b	...	29.73	75.1	75	...	NE	...	...	...	...	...	...	...
Pescadore	...	29.72	75.6	79	NNW	2	b	...	29.74	75.4	73	...	ESE	...	...	...	...	...	...	...
Hong Kong	14	29.72	75.6	79	E	3	b	...	29.78	75.6	73	79	E	...	...	...	...	...	...	...
Gap Rock	...	29.74	75.6	...	ESE	5	b	...	29.76	75.5	...	...	ENE	...	...	...	...	...	...	...
Macao	...	29.72	75.4	84	SE	2	b	...	29.85	75.1	77	84	ESE	...	...	...	...	...	...	...
Hohow	...	29.72	75.4	80	...	...	...	...	29.74	75.4	76	86	NE	...	...	...	...	...	...	...
Pratas Island	...	29.68	75.3	90	NNW	3	b	...	29.69	75.2	77	96	ENE	...	...	...	...	...	...	...
Phu Lien	15	29.62	75.2	86	SSW	4	b	7	29.69	75.4	77	...	NW	...	...	...	...	...	...	...
Tourane	...	29.78	75.1	75	NNW	4	b	...	29.75	75.7	79	...	SW	...	...	...	...	...	...	...
Cape St. James	...	29.63	75.2	86	NNW	4	b	6	...	...	...	...	...	...	...	...	...	...	...	...
Basco	14	29.63	75.2	86	NNW	4	b	...	...	...	...	...	...	...	...	...	...	...	...	...
Apurri	...	29.65	75.0	81	NW	4	b	...	...	...	...	...	...	...	...	...	...	...	...	...
Luguegarao	...	29.69	75.2	77	NNW	4	b	...	29.72	75.4	77	96	NNW	...	...	...	...	...	...	...
Vigan	...	29.69	75.2	86	SW	4	b	...	29.75	75.7	77	91	...	...	...	...	...	...	...	...
Manila	...	29.69	75.2	86	SW	4	b	...	29.76	75.6	79	96	SW	...	...	...	...	...	...	...
Legaspi	...	29.69	75.2	86	SW	4	b	...	29.76	75.6	83	92	N	...	...	...	...	...	...	...
Calbayog	...	29.73	75.1	86	S	...	...	...	29.76	75.6	79	...	SE	...	...	...	...	...	...	...
Tacloban	...	29.72	75.4	86	SSW	4	b	...	29.76	75.6	75	91	NE	...	...	...	...	...	...	...
Bohol	...	29.72	75.4	86	SSW	4	b	...	29.76	75.6	79	84	SW	...	...	...	...	...	...	...
Cebu	...	29.73	75.1	86	SW	4	b	...	29.76	75.6	79	84	SW	...	...	...	...	...	...	...
Surigao	...	29.73	75.1	86	N	2	b	...	29.76	75.6	77	94	...	...	...	...	...	...	...	...
Palapa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Guam	12.22	29.76	75.6	...	SE	7	b	4.22	...	...	...	...	...	...	...	...	...	...	...	...
Yap	11.00	29.75	75.7	...	N	4	b	5	29.73	75.1	...	...	...	...	...	...	...	...	...	...
Falew	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ponape	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Laduan	14	29.77	75.6	90	NW	4	b	6	29.85	75.7	80	87	E	...	...	...	...	...	...	...

May 28d. 10A. 42m.—Weak anticyclone areas are situated over N. China and S. Manchuria, and in the Pacific to the east of Japan. Pressure is relatively low in an irregular trough extending from Indo-China across the Philippines and the Loochoos to the Pacific.

The Typhoon is situated about 100 miles north of Oshima, moving N. or N.N.E. Shanghai warning 27d. 12h. 20m.—Typhoon of unknown intensity within 60 miles of Lat. 21° N. Long. 121° E., stationary or very slow. Recd. 27d. 12h. 51m.

Mandals warning 27d. 12h. 35m.—Cyclone or typhoon east of Balintang Channel moving N.E. or E.N.E. Recd. 27d. 13h. 06m.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.0 inch. Total since January 1, 1918 inches, against an average of 21.86 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 29th.

DISTRICT.	Forecast.
1.—Formosa Channel	...
2.—South coast of China between Hong Kong and Lamocks	E. winds, moderate; fair.
3.—Hong Kong to Gap Rock	...
4.—South coast of China between Hong Kong and Hainan	...

C. W. JEFFRIES, Director.

AUSTRAL-CHINA NAVIGATION CO.

For SYDNEY, MELBOURNE AND ADELAIDE
Via MANILA, SANDAKAN, BALIKPAPAN,
BABAUL and TULAGI.S.S. "CALULU" ... sails on/about ... 22nd June
S.S. "CHRONOS" ... sails on/about ... 15th July

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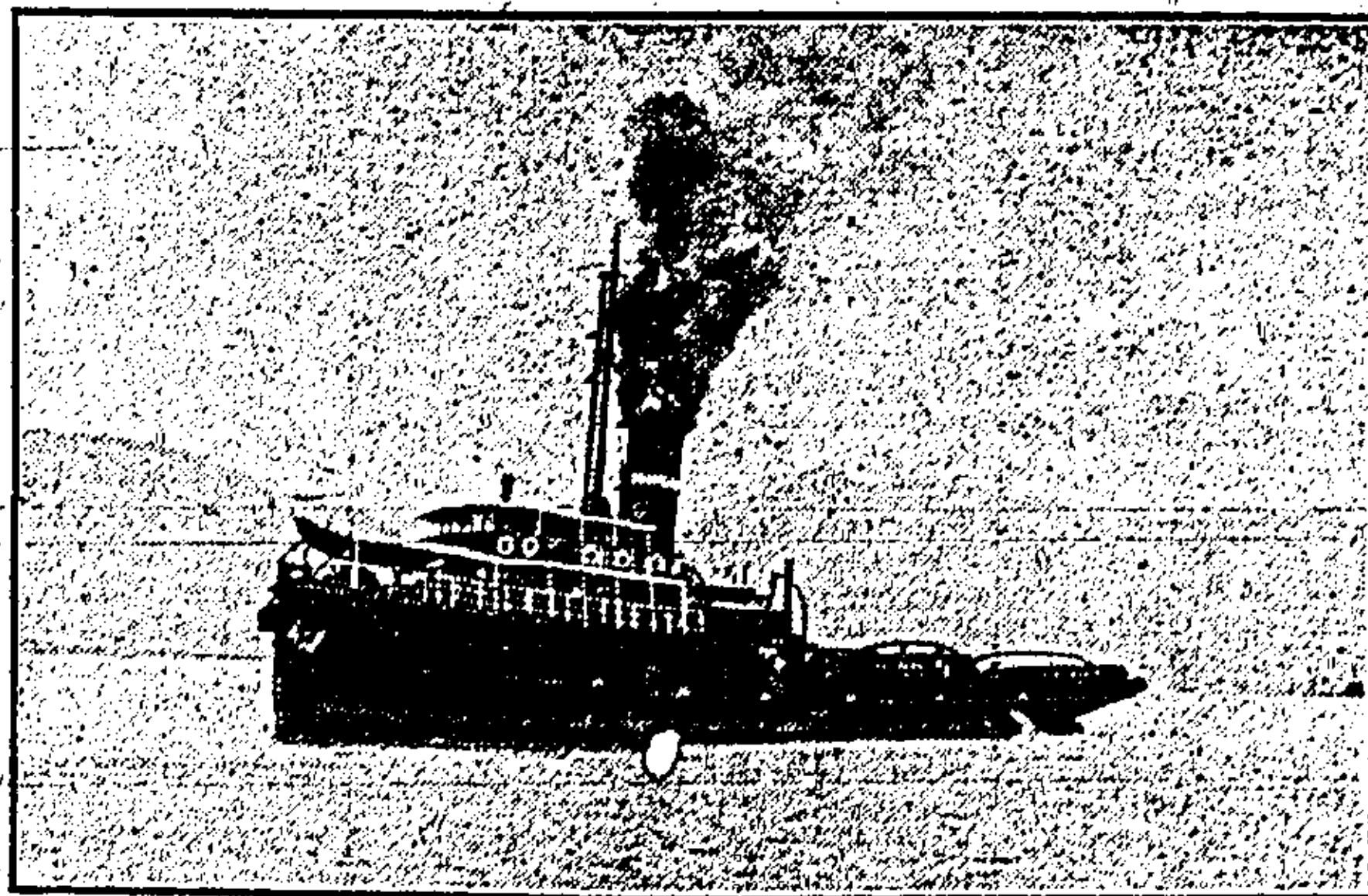
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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

TO	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG" "WAHSING" "CHAKSANG" "KWONGSANG"	Wed., 29th May, at 10 a.m. Sun., 2nd June, at 10 a.m. Wed., 5th June, at 10 a.m. Sun., 8th June, at 10 a.m.
OSAKA via AMOI, MOI & KOBE	"KUMSANG" "HOSANG" "KUTSANG"	Tues., 18th June, at 9 a.m. Sat., 29th June, at 7 a.m. Wed., 10th July, at 7 a.m.
STRAITS & CALCUTTA	"BHSANG" "NAMSANG"	Mon., 3rd June, at 3 p.m. Sat., 8th June, at 3 p.m.
SANDAKAN	"HINSANG" "MAUSANG"	Tues., 4th June, at 3 p.m. Sun., 16th June, at 10 a.m.
TIENTSIN	"CHIPSING"	Fri., 31st May, at 11 a.m.
CANTON	"CHAKSANG"	Wed., 29th May, at 11 p.m.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF FRANCE	June 5	June 8	June 11	June 15	June 22
EMPEROR OF RUSSIA	June 26	June 29	July 2	July 4	July 13
EMPEROR OF ASIA	July 10	July 13	July 16	July 18	July 27
EMPEROR OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
EMPEROR OF RUSSIA	Aug. 14	Aug. 17	Aug. 20	Aug. 22	Aug. 31
EMPEROR OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21
EMPEROR OF FRANCE	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
EMPEROR OF RUSSIA	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26
EMPEROR OF ASIA	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16
EMPEROR OF CANADA	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
EMPEROR OF RUSSIA	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14
EMPEROR OF ASIA	Dec. 14	Dec. 17	Dec. 20	Dec. 22	Dec. 31
EMPEROR OF CANADA	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Feb. 1

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Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
June 18	June 20	EMPEROR OF RUSSIA	June 21
July 2	July 4	EMPEROR OF ASIA	July 5

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TAITO MARU ... Wednesday, 20th May

TENYO MARU ... Wednesday, 12th June

SEATTLE, VICTORIA via Shanghai & Japan Ports.

SHIZUOKA MARU ... Monday, 17th June

YOKOHAMA MARU ... Monday, 1st July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
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KATORI MARU (Calla Lines) ... Saturday, 1st June

ATSUTA MARU ... Saturday, 15th June

SYDNEY & MELBOURNE via Manila & Port.

TANGO MARU ... Wednesday, 26th June

AKI MARU ... Wednesday, 24th July

BOMBAY via Singapore, Penang & Colombo.

PENANG MARU ... Wednesday, 29th May

SADO MARU ... Tuesday, 11th June

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

GINYO MARU ... Thursday, 30th May

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Port.

WAKASA MARU ... Friday, 7th June

NEW YORK via PANAMA.

ASUKA MARU ... Friday, 31st May

LIVERPOOL via Port Said, Genoa & Marseilles.

DAKAR MARU ... Monday, 10th June

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Friday, 31st May

SHANGHAI, KOBE & YOKOHAMA.

RANGON MARU (Moji direct) ... Thursday, 6th June

SUWA-MARU ... Monday, 10th June

TSUSHIMA MARU ... Friday, 14th June

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Telephone: C. No. 292 and 3897. (Private exchanges to all Dept.)

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 6th June, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

Service to destinations in the Netherlands East Indies

and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YONG BUILDING, CHATER ROAD.

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 17,100 TONS;
THROUGH CARGO
11,200 TONS.

The general cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday carried by vessels arriving in Hong Kong were as follows:—

British	Cargo for H.K.	Through Ports
Tasolusa,	Los Angeles 5,000	—
Chenam,	Shanghai 750	700
Hang Sang,	Canton —	198
Chip Sing,	Tientsin 1,237	173
Hin Sing,	Sandakan 3,596	—
Wai Shing,	Tientsin 369	907
	—	14,252
		1,978

American
Pres. Jefferson,
Manila 358

— 339 — 1,000

French
Canton,
Haiphong 1,200

— 1,200 —

Dutch
Cremor,
Singapore 481

— 481 — 112

Norwegian
A. W. Brekke,
Chinwangtao 3,385

— — —

Solvikien,
Haiphong 390

— 50 —

Hemrod,
Bangkok 890

— — —

Ubrikka,
Hoihow 2,000

— — —

Pronto,
Bangkok 1,600

— 8,425 — 50

Japanese
Genoa Maru,
Calcutta 718

— 7,086 —

Awa Maru,
Bombay 640

— — —

Sugara Maru,
Keelung 1,025

— 1,000 —

Chinese
Tak Hing,
Macao 50

— 50 —

Total 17,148

11,226

Arrivals and Departures.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	7	3
Japanese	3	4
Chinese	1	1
Dutch	1	1
French	1	1
Norwegian	6	0
American	1	0
German	0	1
Portuguese	0	1
Total	20	14

Duisburg (H.A.L.) left Shang-

hai May 28, due Hong Kong May

31.

DAILY WATERFRONT NEWS.

MARINE COURT CASES.

Two charges were preferred against the mistress of a passenger boat named, 1, for mooring at a distance of less than 100 yards from the low water mark between 9 p.m. and 5 a.m. in the vicinity of the Canton Wharf on the 27th inst. and, 2, for failing to produce her license when called upon to do so by the police.

The second charge was withdrawn as the police discovered since that accused was merely looking after the boat for the mistress, who had gone marketing. She was accordingly fined \$10 or 10 days' imprisonment on the first charge. Comdr. J. B. Newill, D.S.O., R.N., was the Magistrate.

Shanghai Open to River Steamers.

A notice in the Harbour Office dated May 27, reads:—

"It is probable that Shui Hing will be open to River Steamers from to-day."

"Vessels wishing to proceed above Sam Shui should apply to British Consulate there for instructions."

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ending at 9 a.m. yesterday:

Chenam (Br.) Shanghai	7
Chip Sing (Br.) Tientsin	10
Hin Sang (Br.) Sandakan	36
Wai Shing (Br.) Tientsin	12
Pres. Jefferson (Am.) Manila	378
Canton (French) Haiphong	14
Cremor (Dutch) B. Deli	2,042
Solvikien (Nor.) Haiphong	207
Hemrod (Nor.) Bangkok	12
Pronto (Nor.) Bangkok	95
Total	2,813

EXPECTED BY P. & O.

The following have booked passenger to Hong Kong by P. & O. steamships:

S.S. Kashgar left London on May 31—Mrs. G. S. Arbuthnot, Miss E. Barham, Dr. J. B. Craig, Mrs. Craig and child, Lt. Comdr. J. S. Crawford, Lt. R. P. Garnett, Lt. E. M. Grundy, Lt. Comdr. M. V. Keogh, Mr. E. W. McDiarmid, Mr. D. Short, Lt. E. T. Smallwood, Mr. J. T. Shields, and Mrs. Shields.

S.S. Khiva left London on May 17—Mr. W. H. Floyd, Miss Grant, Mr. H. N. Hill, Mr. A. Morse, Mrs. Morse, Mr. T. D. E. Pendered.

S.S. Khyber leaving London on May 30—Mr. H. G. Goddard, and Mrs. Goddard.

SHIP'S NEW NAME.

The s.s. A. W. Brekke arrived from Chinwangtao yesterday morning carrying a cargo of coal for this port. She is the late s.s. Elida.

Claude, having changed her name some months ago. Built in 1920 by Messrs. N. V. Machinefabriek Schip van P. Smit, jr. she is a steel screw steamer of 2,471 tons gross and 1,443 nett. The engines were installed by the builders and develop 301 H.P.

The vessel's dimensions are: Length 287.0, Breadth 45.2, and Beam 20.6. Capt. O. Hamre is in command and the local agents are Messrs. Dodwell & Co.

ARRIVALS.

May 27.

Antiochus, British str., 9,076 tons, Capt. Room Jones, from Singapore, Holt's Wharf.—B. & S.

Emp. of France, British str., 18,337 tons, Capt. S. Robinson, from Shanghai, Kowloon Wharf.—C.P.R.

Hin Sang, British str., 1,833 tons, Capt. T. Grant, from Sandakan, Yaumati Wharf.—J. M. & Co.

Oldenburg, German str., 5,196 tons, Capt. Oskar Hensen, from Hamburg, Kowloon Wharf.—Jensen & Co.

Solviken, Norwegian str., 1,435 tons, Capt. N. Norvald, from Hoihow, buoy No. 35.—Seng Hee & Co.

May 28.

A. W. Brekke, Norwegian str., 1,444 tons, Capt. O. Hamre, from Chinwangtao, buoy No. B34.—Dodwell & Co.

Antung, British str., 2,107 tons, Capt. J. D. Milne, from Amoy, buoy No. B13.—B. & S.

Braaland, Norwegian str., 1,545 tons, Capt. F. N. Kos, from Canton, buoy No. B50.—Dodwell & Co.

Chenam, British str., 1,355 tons, Capt. A. Cook, from Shanghai, 1st Amoy, buoy No. B12.—B. & S.

Cremor, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Singapore, buoy No. A8.—J.C.M.

Glencoe, British str., 2,823 tons, Capt. G. Macfadyen, from Cardiff, Admiralty 4.—Dollar S.S. Line.

Hemrod, Norwegian str., 840 tons, Capt. L. H. Panlsen, from Bangkok, buoy No. C44.—Thoresen & Co.

Lushan Maru, Japanese str., 1,507 tons, Capt. Yasukawa, from Canton, buoy No. C36.—N.Y.K.

Penang Maru, Japanese str., 5,214 tons, Capt. H. Aizawa, from Shanghai, Kowloon Wharf.—N.Y.K.

Sarpedon, British str., 6,921 tons, Capt. J. U. Williamson, from Liverpool, Holt's Wharf.—B. & S.

CLEARANCES.

May 28.

Antiochus, for Shanghai.

Bintang, for Bangkok.

Bolton Castle, for Manila.

Braaland, for Chinwangtao.

Canton, for Haiphong.

Cape Cross, for Whampoa.

Chenam, for Canton.

Emp. of France, for Manila.

Haining, for Swatow.

Hangsang, for Swatow.

Ka Heng, for K. C. Wan.

Kut Sang, for Singapore.

Lushan Maru, for Swatow.

Lyeemoon, for Singapore.

Nam Peng, for K. C. Wan.

Oldenburg, for Shanghai.

Penang Maru, for Singapore.

Prosper, for Saigon.

Sunkong, for K. C. Wan.

Taiyo Maru, for Shanghai.

Ulrikka, for Hoihow.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF GLASGOW" ... London, Rotterdam, Amsterdam & Hamburg ... 10th June

"CITY OF CAMBRIDGE" ... London, Rotterdam, Amsterdam & Hamburg ... 10th July

NEW YORK, BOSTON & BALTIMORE ... AMERICAN AND MANOHURIAN LINE

"CITY OF MOBILE" ... via Suez Canal ... 15th June

"CITY OF MANDALAY" ... via Suez Canal ... 12th July

"CITY OF BEDFORD" ... via Suez Canal ... 9th August

ALSO AGENTS FOR

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"COMEBANK" ... 7th June

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

Looking for Mauritius, Benion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mosel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, The Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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P. & O., British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BUKMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND,
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.
PENINSULAR AND ORIENTAL, MONTHLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons.	From Hongkong (about)	Destination
"LAHORE"	5,253	1st June	Mars. Lido, A.werp, B. Am. H. bug.
"DELTA"	8,567	8th June	Marselle, London and Hull.
"JERSEY"	8,318	15th June	Mars. Lido, A.werp, B. Am. H. bug.
"RAJPUTANA"	16,568	22nd June	Bombay, Marselle & L'don.
"PERIM"	7,648	29th June	Mars. Lido, A.werp, B. Am. H. bug.
"KASHGAR"	8,006	6th July	Marselle, London and Hull.
"MIRZAPORE"	8,715	13th July	Straits, Colombo and Bombay
"ALIPORE"	8,318	19th July	Straits, Colombo & Bombay
"KHIVA"	8,135	30th July	Bombay, Marselle & London.
"KIDDERFORD"	5,334	2nd Aug.	Straits, Colombo & Bombay
"KHYBER"	6,114	3rd Aug.	Marselle, London and Hull.
"MALWA"	10,960	17th Aug.	Bombay, Marselle & London.
"KASHMIR"	8,585	31st Aug.	Marselle, London and Hull.
"MOREA"	10,963	14th Sept.	Bombay, Marselle & London.
"MANTUA"	10,946	26th Sept.	Bombay, Marselle & London.
"MIRZAPORE"	8,715	2nd Oct.	Straits, Colombo & Bombay
"ALPORE"	8,318	9th Oct.	Straits, Colombo & Bombay
"KARALA"	9,128	12th Oct.	Marselle & London.
"KIDDERFORD"	5,334	23rd Oct.	Straits, Colombo & Bombay
"KALYAN"	8,144	36th Oct.	Marselle & London.
"MACEDONIA"	11,130	9th Nov.	Bombay, Marselle & London.
"KASHGAR"	8,006	23rd Nov.	Marselle & London.
"RAWALPINDI"	16,619	7th Dec.	do.
"MALWA"	10,960	21st Dec.	do.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
SHANGHAI & SWATOW	Sinking	29th May
JAPAN	Tanda	29th May
SHANGHAI & AMOY	Langkote	30th May
SHANGHAI & EUROPE via Siberia (London, 3rd-8th May)	Glancus	30th May
SHANGHAI	Divided	30th May
JAPAN & SHANGHAI	Saiduoka Maru	31st May
EUROPE via YAMATANI (Letters and Papers London, 2nd May)	Katori Maru	31st May
U.S.A., HONOLULU, JAPAN & SHANGHAI	Quarrington Court	31st May
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Lincoln	1st June
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Grant	3rd June
AUSTRALIA & MANILA	St. Albans	3rd June
U.S.A., HONOLULU, JAPAN & SHANGHAI	Tenyo Maru	4th June
U.S.A., CANADA, JAPAN & SHANGHAI	Delia	7th June
JAPAN & SHANGHAI	Pres. Lincoln	10th June
MANILA		

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	DATE & TIME
Swatow	Greiner	Wednesday, 29th, 10.30 A.M.
Swatow, Foochow and Wei Hai Wei	Hutchins	1.30 P.M.
Haiphong	Canton	1.30 P.M.
Fort Bayard	Swanong	3.30 P.M.
Amoy	Sarpidon	6.00 P.M.
Shanghai & EUROPE via Siberia		
Thursday, 30th, Kowloon P.O.		
Straits, Ceylon, Indian, Mauritius E. & Africa, Egypt & EUROPE via Marseilles—due Marseilles 30th June	Diomed	Reg. 9.00 A.M. Letters 10.00 A.M. G.P.O. 9.45 A.M. Letters 10.30 A.M.
Japan	Ginjo Maru	10.00 A.M.
Swatow	Hydrangea	2.30 P.M.
Friday, 31st, Kowloon P.O.		
*Straits, Ceylon, Mombasa, Laurence, Marques and South Africa	Chicago Maru	8.30 A.M.
Straits & Calcutta	Nam Sang	Parcels Noon Letters 1.00 P.M.
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 15th June	Tanda	Reg. 1.45 P.M. Letters 2.30 P.M.
Swatow, Amoy and Foochow	Haiyang	1.00 P.M.
Saturday, 1st, Kowloon P.O.		
Straits, Ceylon, India, Mauritius, F. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 1st July	Katori Maru	Reg. 4.30 P.M. G.P.O. 4.45 A.M. Letters 9.30 A.M.
JUNE		
Japan & *Victoria, B.O.—due Victoria, B.O., 25th June	Tyndarus	Saturday, 1st, Reg. 9.45 A.M. Letters 10.30 P.M.
Amoy	Antung	5.00 P.M.
Manila	Pres. Polk	5.00 P.M.
Sunday, 2nd, Kowloon P.O.		
Bangkok via Swatow	Kumura	9.00 A.M.
Shanghai	Liangchow	9.30 A.M.
Swatow, Amoy & Formosa	Houan Maru	9.00 A.M.
Monday, 3rd, Kowloon P.O.		
Shanghai, Japan, Honolulu, *U.S.A., *Canada, *Central and *South America and *EUROPE via San Francisco—due San Francisco, 28th June & Europe via Siberia	Pres. Grant	Parcels 11.00 A.M. Reg. 11.15 A.M. Letters Noon
Tuesday, 4th, Kowloon P.O.		
Sandakan	Hinsang	8.30 A.M.
Swatow, *Amoy & Foochow	Haiching	1.00 P.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR, FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"DIOMED" 29th May, Marseilles, L'don., E'don. & Hbg.
 "ARNEAS" 11th June, Marseilles, L'don., E'don. & Glasgow.
 "PERSEUS" 25th June, Marseilles, L'don., E'don. & Hamburg.

LIVERPOOL SERVICE.

"GLAUCUS" 3rd June, Genoa, Havre, Liverpool & Glasgow.
 "CYCLOPS" 20th June, Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

(via Kobe & YOKOHAMA)
 "TYNDAREUS" 1st June, Victoria, Vancouver & Seattle.
 "PROTESILAUS" 20th June, Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"NELEUS" 5th June, New York, Boston & Baltimore.
 "MACHAON" 3rd July, New York, Boston & Baltimore.

INWARD SERVICE.

"AUTOMEDON" 5th June, Shanghai & Hankow.
 "MAOHAON" 11th June, Shanghai, Moji, Kobe & Yokohama.

PASSENGER SERVICE.

"SARPIDON" sails Daylight 30th for Shanghai.
 "ARNEAS" 11th June, Singapore, Marseilles & London.
 "SARPIDON" 10th July, Singapore, Marseilles & London.
 * Sails at Daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to—

Butterfield & Swire.

Agents.

[3]

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Authorized Capital \$50,000,000
 Issued & Fully Paid-up \$20,000,000
 Reserve Funds \$6,000,000
 Sterling \$14,000,000
 Silver \$14,000,000

Reserve Liability of Proprietors \$20,000,000

Head Office: Hong Kong.

Board of Directors:
 N. S. Brown, Esq., Chairman.
 W. H. Bell, Esq., Deputy Chairman.
 Hon. Mr. B. D. W. L. Pattenden, Esq.
 F. Beith, Esq.
 A. H. Compton, T. E. Pearce, Esq.
 M. T. Johnson, J. A. Plummer, Esq.
 B. Lander Lewis, J. P. Warren, Esq.

Chief Manager: Hon. Mr. A. C. HYNES.

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CURRENT ACCOUNTS opened in LOCAL CURRENCY and Fixed Deposits received for one year or shorter periods in LOCAL CURRENCY and Sterling on terms on which will be quoted on application.
 Hong Kong, 17th Apr., 1929. [28]

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONG KONG & SHANGHAI BANKING CORPORATION,
 A. C. HYNES,
 Chief Manager.
 Hong Kong, 13th Sept., 1927. [3]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
 U.S. \$3,500,000.00

HEAD OFFICE:
 37, WALL STREET,
 NEW YORK.

An American Bank offering complete Foreign Banking Service in the Principal Markets of the world.
 Interest Allowed on All Deposits. Rates on Application.

A Subsidiary of
 THE EQUITABLE TRUST COMPANY OF NEW YORK.
 Total Resources in excess of U.S. \$537,000,000.
 D. M. BIGGAR,
 Manager.

NEDEERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital Gldrs. 150,000,000-
 (\$12,500,000.)
 Paid-Up Capital Gldrs. 80,000,000-
 (\$6,666,667.)
 Reserve Fund Gldrs. 40,000,000-
 (\$3,333,333.)

Head Office:—Amsterdam.
 Eastern Head Office:—Batavia.
 BRANCHES:—London, Hongkong, Canton, Shanghai, Hankow, Swatow, Amoy, Fuzhou, Singapore, Penang, Malacca, Medan, Batavia, Soerabaya, Semarang, Pekalongan, Padang, Palembang, Bencoolen, Pontianak, Banjarmasin, Bontoe, Samarang, Surabaya, Sidosira (Sumatra), Singapore, Sourabaya, Soerabaya (Sole), Tegal, Zilaup and Weltevreden.

* These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.
 Banking Business of every description transacted.
 P. M. ELBERG,
 Manager.
 Hong Kong, 27th May, 1929. [34]

THE BANK OF CANTON, LTD.

Head Office: Hong Kong.

Hong Kong Currency.
 AUTHORIZED CAPITAL: \$11,000,000.
 PAID-UP CAPITAL: \$5,884,200.
 RESERVE FUND: \$50,000.

Branches:—
 CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
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 Correspondents

In all Principal Cities of the World.
 Foreign Exchange and Banking Business of every description transacted.
 Safe Deposit Boxes (various sizes) at a yearly rental of from \$5 to \$40.

LOOK POONG SHAN,
 Manager.
 Hong Kong, 29th June, 1927. [37]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

Head Office: LONDON.

Paid-up Capital £3,000,000
 Reserve Fund £4,000,000
 Reserve Liability of Proprietors £3,000,000

AGENCIES & BRANCHES:

ALOR STAR (Malay States) HONG KONG TONGKAT (Borneo)
 AMSTERDAM (Netherlands) KUALA LUMPUR (Malaya)
 BANGKOK (Siam) KUALA LUMPUR (Malaya)
 BATAVIA (Netherlands East Indies) KUALA LUMPUR (Malaya)
 BOMBAY (India) KUALA LUMPUR (Malaya)
 CALCUTTA (India) KUALA LUMPUR (Malaya)
 CANTON (China) KUALA LUMPUR (Malaya)
 CEBU (Philippines) KUALA LUMPUR (Malaya)
 COLON (Panama) KUALA LUMPUR (Malaya)
 DALMEIDA (India) KUALA LUMPUR (Malaya)
 HANKOW (China) KUALA LUMPUR (Malaya)
 HONG KONG (China) KUALA LUMPUR (Malaya)
 HARBIN (Manchuria) KUALA LUMPUR (Malaya)
 MANILA (Philippines) KUALA LUMPUR (Malaya)
 PESHAWAR (India) KUALA LUMPUR (Malaya)

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. E. FERGUSON, Manager.

Hong Kong, 8th Jan., 1929. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France.)

Prince's Building, Charter Road, Victoria, Hong Kong.

Head Office: 74, Rue St. Lazare, Paris.

Capital, fully paid-up 50,000,000

Special Working Capital 50,000,000

Reserves 22,319,000

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BANKERS:

France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
 London: Midland Bank, Ltd.
 New York: American Exchange, Irving Trust Co., Banca Commerciale Italiana.
 San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted. Correspondents throughout the World.

L. BERNIS, Manager.

Hong Kong, 6th Aug., 1928.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000

Subscribed Capital £1,800,000

Paid-up Capital £1,050,000

Reserve Fund and Rest £1,612,947

BRANCHES:

Bangkok, Hong Kong, Quinhon, Battambang, Hue, Saigon, Canton, Mengtze, Shanghai, Nam Dinh, Singapore, Djibouti, Noumea, Thanh Hoa, Port Bayard, Papeete, Tientsin, Haiphong, Peking, Tourane, Hankow, Pnom-Penh, Vinh, Pondicherry, Yunnanfu.

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THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok, Ipoh, New York, Batavia, Kandy, Penang, Bombay, Karachi, Port Louis, Calcutta, Kota Bharu (Mauritius), Colombo, Kuala Lumpur, Shanghai, Delhi, Kuantan, Simla, Hong Kong (Fahang), Singapore, Howrah, Madras, Sourabaya.

HONG KONG BRANCHES:

Every description of Banking and Exchange Business transacted. Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.

7, Queen's Road Central.

Hong Kong, 12th April, 1929. [29]

THE BANK OF CHINA.

行銀國中

(Special authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL \$50,000,000.00

PAID-UP CAPITAL 10,750,000.00

RESERVE FUND 9,864,393.69

Head Office:—PEKING.

Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted. Loans granted on Approved Securities.

Special facilities for domestic exchange.

SHOU J. CHEN,
 Manager.
 Hong Kong, 29th June, 1927. [33]

CAPSTAN CIGARETTES

ALWAYS PLEASE

HIGH GRADE VIRGINIA CIGARETTES

MADE IN ENGLAND

BANQUE DE L'INDO-CHINE.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00

Paid-up Capital Frs. 68,400,000.00

Reserve Fund Frs. 102,000,000.00

BRANCHES:

Bangkok, Hong Kong, Quinhon, Battambang, Hue, Saigon, Canton, Mengtze, Shanghai, Nam Dinh, Singapore, Djibouti, Noumea, Thanh Hoa, Port Bayard, Papeete, Tientsin, Haiphong, Peking, Tourane, Hankow, Pnom-Penh, Vinh, Pondicherry, Yunnanfu.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Bank Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted. Safe Deposit Boxes to let.

A. LECOT, Manager.

Hong Kong, 2nd May, 1929. [32]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up Yen 100,000,000

Reserve Fund Yen 105,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT: Alexandria, Honolulu, Bangkok, Batavia, Kaiti, Yuen, Saigon, Bombay, Karachi, Sourabaya, Buenos Aires, Kobe, San Francisco, Lyons, Seattle, Canton, Los Angeles, Semarang, Shanghai, Hongkong, Singapore, Dairen, Nagasaki, Shimonoeki, (Mukden) New York, Tientsin, Hankow, Osaka, Tokyo, Harbin, Peking, Tsingtau, Hong Kong, Janeiro, Vladivostok (Temporarily closed).

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, 11th Mar., 1922. [35]

P. & O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL £2,394,168

RESERVE FUND £180,000

HEAD OFFICE:

122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description, and in addition to its Branches has Agencies in all the principal towns of the World.

C. CHAMPKIN, Manager.

Prince's Building Charter Road, Hong Kong.

EXCHANGE.

CLOSING QUOTATIONS.

May 29, 1929

On LONDON—

Telegraphic Transfer 1/11

Bank Bills, on demand 1/11 1/16

Bank Bills, at 30 days' sight 1/11 1/16

Bank Bills, at 4 months' sight 1/11 1/16

Bank Bills, at 4 months' sight 2/0

Documentary Bills, 4 months' sight 2/0

On PARIS—

Bank Bills, on demand 11/9 1/2

Credits, 4 months' sight 12/5 1/2

On NEW YORK—

Bank Bills, on demand 46 1/2

Credits, at 60 days' sight 48 1/2

On BOMBAY—

Telegraphic Transfer 1/11 1/16

Bank Bills, on demand 1/11 1/16

On CALCUTTA—

Telegraphic Transfer 1/11 1/16

Bank Bills, on demand 1/11 1/16

On SHANGHAI—

Bank Bills, at sight 80 1/2

Private, 30 days' sight 80 1/2

On YOKOHAMA—

On demand 10 1/4

On MANILA—On demand 63 1/4

On SINGAPORE—

On demand 88 1/2

On BATAVIA—On demand 110

On HONGKONG—

On demand 100 1/2

On SINGAPORE—On demand 100 1/2

On BANGKOK—

On demand 67 1/2

Sovereign, Bank's Buying rate 10.05

Gold LEAS, 100 fine, per tael 24 1/2

BAR SILVER, per oz. 24 1/2

American Express Travelers Cheques